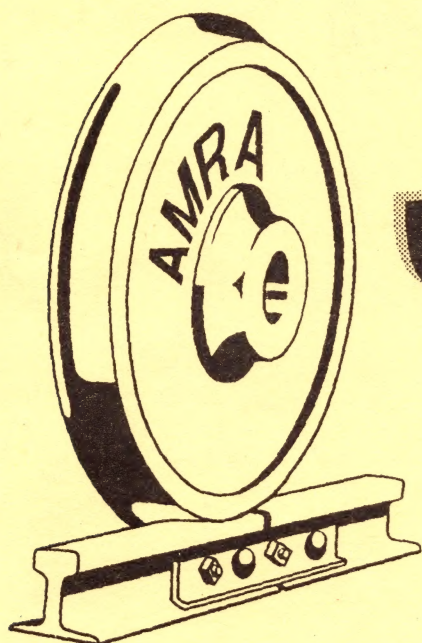


● Australian Model Railway Association



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Volume 44 Number 224



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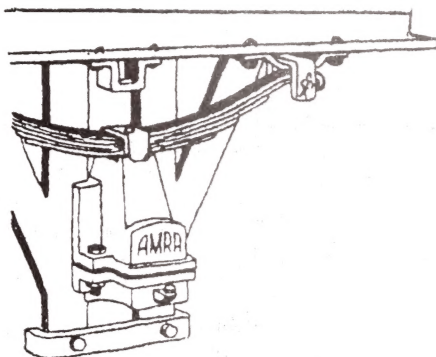
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JOURNAL BOX...

From the Managing Editor

My apologies for this late issue. I just have not had the time to devote to the task, what with one daughter's wedding in January, another coming up in March, house guests to look after and the very hot weather reducing my energy levels. Other commitments will prevent me from attending to the next issue of Journal until after the Victorian Branch Exhibition, hence the later deadlines for the next issue (see panel on this page).

Now that the new year has arrived, is it time for a review of Journal? Is there a place for a cheaply produced magazine containing modelling and construction articles when the commercial press covers this very well? Should Journal just become a newsletter for the Branch's activities. What about the role of the Federal Committee? Should the pages of Journal be used to publicise the activities of the Federal Committee? I know some members ask me just what the Federal Committee does apart from the collection of dues.

What do you think?

Roger Lloyd

On the Cover

This photo is of an early display by the Queensland Branch in Sn3½ scale. This year marks the Queensland Branch's 40th anniversary.

See the article on page 14.

Photo by QR from the collection of the late Steve Suggit.

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Editorial Deadlines

The deadlines for the next issue will be 8th March for hand written articles, 8th March for neatly typed articles and State News, 8th March for articles on floppy disk (IBM format either 3½ or 5¼) and 14th March for addresses and envelopes. Collating and posting is expected on 27th March. These dates are a little later than normal.

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AMRA Victorian Branch	
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Status Printing	
248 Inkerman Street, East St Kilda	

Presidents Annual Report - 1994

In presenting this report to the 43rd Annual General Meeting of the Federal Committee, I am once again able to tell our members that the Association is moving forward in leaps and bounds towards the new century.

Our current number of members as listed on the mail computer remains in excess of 1100 members, which means that the Association has been able to maintain its membership numbers over the past twelve months. This factor is an indication to the Committee that the Association will continue to grow in the future.

I have pleasure in congratulating the West Australian Branch on becoming the largest branch in Australia.

Our membership drive for the year ended 31 August, 1994, was once again, successful for two branches, they were West Australia and Victoria, both achieving at least 50 new members and at least 10% increase in overall member numbers in the branch. For their efforts each branch will receive a donation of \$100.00 each as in past years.

The Federal COM has once again decided to continue the membership drive for a further year, to be conducted under the same conditions that applied last year.

Continued next page

Continued from previous page

During the last year, the Federal COM decided to continue the rebate of all family membership subscriptions back to their respective branches. They are as follows:-

NSW	44	\$88.00
Vic	41	\$82.00
QLD	28	\$56.00
WA	49	\$98.00
Total		\$ 324.00

These rebates were paid in the last month.

I would like to extend to those members who were granted an Honorary Life Membership during the past year, my congratulations and many more happy modelling years ahead. They are:

Mr R. Mawson Queensland
Mr K. Edwards New South Wales

This honour is given to those members who have given their time and services in the promotion of railway modelling over many years.

I would also like to extend to those members who were awarded a State meritorious award during the past year, congratulations from the Federal Committee for their special efforts they have put into their respective branches.

The Annual Balance Sheet, as presented by Ken Edwards, shows the Federal COM funds to be financially sound, disclosing a surplus for the year of \$186.00, after the cost of purchasing new capital equipment to the value of \$2,500.00.

Once again I would like to thank the retir-

ing Federal COM for their support and the way they have carried out their respective duties. I would especially like to thank Mr Keith Wall, who has retired from the Federal COM this year due to ill health, for the ideas he has contributed to the committee over the past few years, and to wish him well.

Although my wife, Denise, is not a member of the Committee, I would like to thank her for the many hours once again spent over the past year, operating the computer mailing system, which many people seem to believe to be a ghost, but the Journals always seem to reach all those members that have changed their addresses during the year. So please help Norm and Denise in their efforts to maintain an up-to-date mail system, so, when you move, please notify the Registrar direct, not via a friend you know.

Also I would like to congratulate Rex Little, Roger Lloyd and the "Vicprint" team of workers for their efforts with the production, presentation and distribution of Journal over the past year. In the past year, the Federal COM has provided the Journal editorial team with a modern flat bed scanner and the necessary software, which will enable photographs and drawings to be placed into Journal when required. The Federal COM is hoping that in the new year, it will be able to purchase a new laser printer for the Journal team, so as to further improve the presentation of future Journals.

To all branch reporters, please keep all the branch news and articles coming in. I would also like to congratulate those mem-

bers who have made personal contributions to Journal over the past year, making Journal a very useful reference tool, and able to help others who may have similar problems, when constructing a new layout.

Over the past year, my wife and I visited both the Victorian and West Australian exhibitions, at which I spent some days. Congratulations on very well organised exhibitions. Whilst Graham Larmour and myself were visiting the West Australian exhibition, on the June long weekend, I would like to thank the West Australian Vice President, Mr Jim Hidden, for the hospitality given to us on that weekend.

It is with great sadness that we note that over the past year, the Association has lost three valuable members:

Mr K. Wilcox - The former Federal President for many years,

Mr R. Wardrop - A very active member in NSW, and the solver of many problems,

Mr Bill Gardner - Known to many of us, as MR PECO in Australia.

I have pleasure of informing members, that just recently, a new branch has been formed in Cairns, North Queensland, and the Federal COM wish to welcome these new members to the Association. If any assistance is needed, please contact the Federal COM.

In conclusion, I would like to take this opportunity of wishing all members and their families, a prosperous and happy new year

Brian Tyson
Federal President

Information and Directory of Office Holders - AMRA

Federal Committee

Federal President	Brian Tyson	22 Tobruk Avenue Carlingford NSW PO Box 150 North Strathfield NSW 2137	02 872 3512
Federal Secretary	Stephen J Chapman	27 Josephine Crescent Moorebank NSW 2170	02 824 1295
Federal Registrar	Norm Read	3 Augusta Street Strathfield NSW 2135	02 642 3828
Federal Treasurer	Ken Edwards	8 Easton Road Berowra Heights NSW 2082	02 456 2868

New South Wales Committee

President	Phil Kelly	20 Lee Street Condell Park NSW 2200	02 790 5317
Secretary	David Bennett	200 President Avenue Miranda NSW 2228	02 524 3655
Treasurer	Jack Parker	34 Strickland Street Bass Hill NSW 2197	02 724 5348
Publicity Officer	Glenn Percival	395 Port Hacking Road Caringbah NSW 2229	02 540 4078

Address all correspondence to:

The Secretary	PO Box 194 Rockdale NSW 2216	
Clubroom address and telephone:	Chapel Lane Rockdale	02 567 1899

Victorian Committee

President	Bob Edwards	P.O. Box 110, Blackburn Vic 3130	03 802 6887
Secretary	John Harry	68 Lahona Avenue Bentleigh East Vic 3165	03 570 4406
Treasurer	Stuart Westerman	10 Gardenia Crescent Cheltenham Vic 3192	03 583 8655
Clubroom address and telephone:		92 Wills Street Glen Iris Vic	03 885 7034

Queensland Committee

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Secretary	Bob Mawson	633 Webster Road Chermside Qld 4034	07 359 1031
Treasurer	Arthur Hayes	21 Madison Street Sunnybank Hills Qld 4109	07 345 7887
Clubroom address and telephone:		20 Murphy Road Zillmere Qld	07 862 9633

Western Australian Committee

President	Simon Mead	11 Grant Street Embleton WA 6062	09 276 8745
Vice President	Richard Smart	22 Astral Avenue Carlisle WA 6101	09 3619631
Secretary	Barry Bryant	139 Seventh Road Armadale WA 6112	09 3991116
Treasurer	Alan Porter	21 Prosser Way Myaree WA 6154	09 330 1848
Clubroom address and telephone:		24 Moojebing Street Bayswater WA	09 377 3456

(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)

Notes from the Registrar

Back on my hobby horse, we read but do we comprehend???

I realise it was a waste of time printing SEP1 on the address labels, indicating those who had to renew. The next trick was to use a rubber stamp for the expiry date, but I still got double payers, which in those cases extended their membership for a further 12 months, but no, come the next year and in comes another renewal which I just accept, but when the reminder notice goes out in the Sept/Oct issue and a second cheque arrives I now send it back with a note. Also I am now trying another idea, stamping the expiry date in RED, just in the hope that may make more of an impression. Roll on 95!

In the past when processing renewals the last trick was to cross the names off my lists, which are in alphabetical order State wise, but I have to change that sequence as a few have changed address but without a little note on the form to indicate the fact. That just gives me something extra, especially when it is an interstate move, but after all I may only be doing some modelling if I was not sorting all these things out and redoing

forms that have been cut down. Well at least there was an improvement this year in this matter.

I was intrigued reading Roger's remarks on Standards in the last issue. Having been involved in sending out hundreds of sets of Standards in the last 26 years, I have often wondered just how many members

made any use of them, or do most just run whatever they buy in kits.

I know a lot change plastic wheel sets for metal, how many ever check the gauge or back to back measurements or tend to blame the track if there are any running problems. It will be interesting to see if there is any feed back. I do not think it is just a matter of wheel standards, suspension and trackwork play their part in reliable running.

At the beginning of December we had 815 Seniors, 20 Student and 173 Family members which should add up to 1008 compared to 978 at the same time last year, but from past experience there will still be some late payers.

Norm Read



The Managing Editor AMRA Journal

Dear Sir

Your editorial raised an interesting point. The existing wheel standards (NMRA, AMRA) are about twice the width of standard gauge wheels. A finer width wheel RP25-88 (1.5 times scale width) can operate on track laid to existing track standards.

To operate scale width wheels would require different track standards. Track standards to suit scale width wheels would not operate wheels to existing standards. To go down this path would require both modeller's and manufacturer's support.

The standards on track centres and structure clearances are long overdue for an upgrade. A range of data is needed to cater for steam era and current rolling stock on both standard/broad and narrow gauges.

If AMRA is going to carry out any work in these areas I would be interested in taking part

Regards

Rodney J. Tonkin (WA)

The Managing Editor AMRA Journal

Dear Roger

Yes, it is quite true that I regard myself as, at least, a competent photographer and, yes, the members of the Victorian large scale group appreciate the space given to the photographs of the outdoor layout at Glen Iris in Journal No 223, but I must come clean. No, I did not take the photographs on pages 148 & 149 - they were taken by my colleague and friend, fellow member Peter Ogier.

Yours faithfully

Neil R. Riches (Vic)

Meritorious Awards

Bob Gorrell	1965	Bob Wardrop	1982
Ivor Bunker	1967	Gordon Duncan	1983
Alan Dowel	1969	John Hill	1983
Stephen Suggit	1969	Corinne Bunker	1983
Rex Little	1970	John Martin	1983
Norm Read	1970	Keith Wilcox	1983
Mal Baker	1971	Norm Chapple	1984
Jack Treseder	1971	Roger Lloyd	1984
John Sneddon	1972	Val Hogan	1984
John Dunn	1972	Bob Mawson	1984
Graham Larmour	1972	Manfred Ebinger	1985
Ken Down	1973	David Bennett	1985
David Ellis	1973	Gus Durham	1985
Arthur Robinson	1974	Fred Green	1986
Bruce Lovett	1974	Bill Secker	1986
Eric Doherty	1975	Stuart Wall	1986
June Larmour	1975	Bert Hetherington	1987
Fyfe Thorpe	1976	Graeme Nitz	1987
Eric Lyon	1976	Dennis Ling	1987
John Skilton	1976	Phillip Kelly	1987
Keith Robinson	1976	Ken Edwards	1987
Dot Treseder	1977	Ed Hogan	1988
Tony Gray	1977	Brian Southwell	1988
Jim Christie	1977	Tom Parkes	1989
Jack Parker	1977	Jim Bilby	1989
Rup Ackland	1977	Barry Keens	1989
Bill Morehouse	1978	Bob Dunn	1989
George Bray	1978	Peter England	1990
Arthur Hayes	1978	Dulcie Wardrop	1990
Simon Mead	1978	Garry Pilmoor	1991
John Harry	1979	Ron Thomas	1991
Harold Warren	1979	Alan Tonks	1991
Cec Wall	1979	Geoff Brown	1992
Jack Eagles	1979	Kerrie Hayes	1992
Ted Thoday	1980	David Port	1992
Audrey Cornish	1980	Fred Stell	1992
Ray Brownbill	1980	John Lees	1993
Bob Edwards	1981	Bob Marsden	1993
Graham Watson	1981	Glenn Percival	1993
Steve Malone	1982	Neil Riches	1994
Alan Porter	1982	Bruce Thompson	1994
Stuart Westerman	1982	Warring Geddes	1994

Hon. Life Members

Rick Richardson	1955
Tim Dunlop	1956
Alan Wilson	1961
Arthur Harrold	1961
Jack Treseder	1965
Mayer Levy	1967
Cedric Rolf	1970
Faith Dean	1972
Ernie Dean	1972
Margaret Dunlop	1972
Norm Read	1973
Rex Little	1974
Maurie McKinnon	1976
June Dunn	1978
Stuart Westerman	1980
Bob Gorrell	1981
Mal Baker	1983
Graham Larmour	1987
Ted Thoday	1987
John Harry	1987
Roger Lloyd	1992
Alan Porter	1992
Jim Christie	1993
Ken Edwards	1994
Bob Mawson	1994

Ballasting Set Track

by R Adams

So you have been to an exhibition, or visited the home of a friend and, suddenly, either on sudden impulse, or birthday or Christmas, have come into possession of a train set.

If you have bought a Fleischmann set with Profitrack (pre-ballasted), then read no further.

However, if you are like most of us, then you have ended up with Lima, Bachmann, Powerline or Hornby, which contains either steel, brass or nickel silver set-track. (Now steel isn't that bad for relatively small layouts, because on small layouts the track cleaning job isn't that big). You then laid your track on a baseboard of some kind, connected the power and ran some trains.

As soon as you start talking scenery, a problem begins to arise. When standing on your local railway platform, the track doesn't look bare like that. A pile of stone appears to form a surface into which the track is laid, or is built up around the track, almost burying the sleepers.

In order to model this, we lay a bed of cork on our baseboard, lay the track to the cork, and then proceed to spread the ballast, and glue it with a solution of 40% white glue, 60% water and a drop or two of kitchen detergent.

It is inevitable, however, that almost as soon as the glue is dry and cured, a set of points begins to play up, or we want to make some changes to the layout. So we go to work. Dig, dig, hack hack, jemmy, wrench, jerk, snap! Now we have just destroyed 1 Peco turnout and several pieces of set track.

Now it is beyond the scope of this article to discuss the merit of flexible track over set track, or nickel silver over steel. But if you have set track, or even steel set track, and do not want to damage it, but maintain its usefulness, and possibly improve its value, then why not ballast it before putting

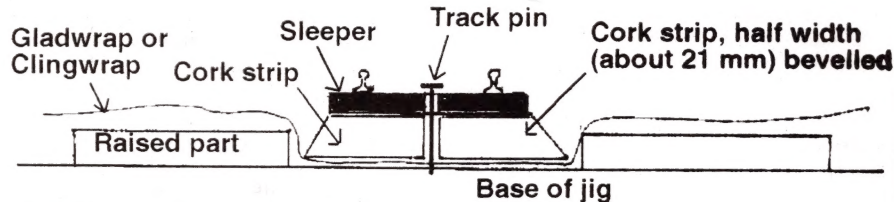


Figure 2: A cross section through the jig and the Gladwrap and cork and track, while the track is being prepared for ballasting.

it on the layout. Then when you want to change something, you can just loosen the pins, remove the sections of track, refit the replacement section, and then it's fixed.

The additional tools to normal ballasting that you would need are:-

- (1) A jig
- (2) Gladwrap or clingwrap.

To make a jig, obtain a scrap piece of ply 50 mm longer than the longest piece of track you want to ballast and at least one foot (300 mm) wide. You will also need other pieces of ply.

See Fig 1: A typical jig for set track.

The jig consists of a set of high areas to prevent the ballast from spreading too far and a set of low areas into which the cork, card or track and ballast are to be laid.

1. Having obtained a jig, lay a generous piece of clingwrap over it (otherwise the job will stick to the jig).

2. Beginning at the centre of the jig, lay your strips of cork in approximate position, on top of the gladwrap where the track section is to go.

3. Place the track on top of the cork, and track pins through the holes in the sleepers designed to take them. Do not go through the cork. Let the pin pass between the two cork strips. See Fig 2:

4. Having pinned through the holes provided in the set track and between the cork strips, adjust the cork strips (this will

be necessary for curved track) and hold the correct curvature in the cork strip by strategically placed track pins through the cork and Clingwrap into the jig. With straight track, the cork will probably already hold its shape quite easily and additional pins for that purpose will not be needed.

5. Once you have pinned all track and cork (thru the Clingwrap) onto the jig, you then spread your selected ballast with a small paintbrush or spreader. The slope of the ballast can be arranged over the bevel in the cork as you prefer it.

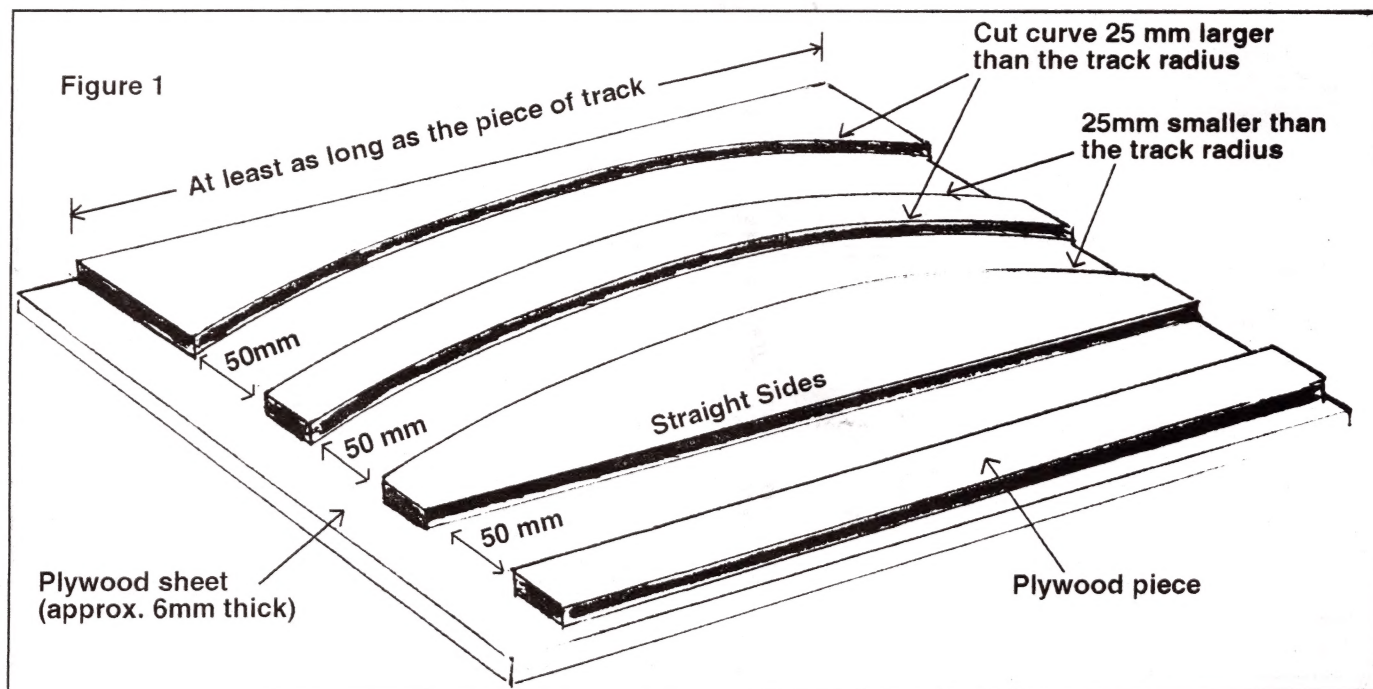
6. Having spread your ballast and arranged and tidied it with your brush, apply the glue solution with an eyedropper as follows:

- a) two drops between each sleeper between the rails;
- b) one drop between each sleeper outside each rail; and
- c) at least another drop at the bottom of each bevel, level with the end of each sleeper.

7. When the ballast has all been moistened with glue solution, then the jig and track is placed in a dry airy place to dry (a little sunshine might also help).

8. After 12 - 24 hours, when the ballast is dry, the sections are ready for removal from the jig.

Continued next page



From the Rails Up

Loco Bogies

by John Gardener

This article is reproduced with the kind permission of the Editor of the New Zealand Model Railway Journal.

Bogies construction: Derailments are more often than not caused by the leading bogie on the model locomotive. The bogie wheels may be out of gauge, the bogie may be slightly twisted and not allowing all wheels to contact the rails or the most likely cause is the front bogie wheels are actually touching the front of the cylinders when the bogie pivots while entering a curve. On the prototype locomotive the bogies don't swing nearly as far as we require on a model locomotive so some adjustments must be made to alleviate the problem. I generally increase the bogie axle spacing by a scale 6" so that 6ft spacing on the plan is made 6'6" on the model. This means that the bogie pivot will need to be moved 3" forward. The bogie should be located on the model so that the rear wheels are in their correct position as determined from the plans, but the front wheels will be 6" forward of their position shown on the plans (refer fig 1). Because the front wheels are now shifted forward, allowance should have been made during chassis construction to move the cut outs over the front wheels forward also.

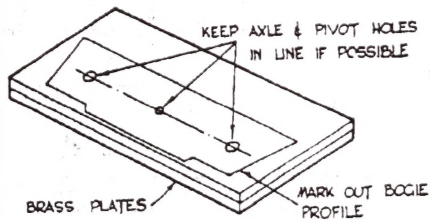


FIG 2. SETTING OUT BOGIE.

Continued from previous page

9. Remove all trackpins which have been holding the track sections in place and the cork in shape. (You might need a kitchen butter knife to get between the track pin and sleeper to remove it).

10. With all track pins out, the ballasted section is now removed, placed upside down for the bottom to dry out. It is then ready to go on the layout.

11. Note, the shape of the lower level section of a jig when ballasting a set of points is made up of a curved and a straight upper section to make the shape of the turnout, instead of parallel curves or parallel straights.

This method of pre-ballasting track before laying can also work with flexible track if you pre-form the curves on a jig. It might be worth a try.

Single axle front bogies should also be moved a scale 6" forward. It may be also necessary on some locomotives to make the front platform longer than scale so the whole front of the loco looks right to the eye.

Four wheel bogies with inside frames are the easiest to build and should be equalized. Solder two pieces of brass sheet together and

mark out and drill the axle and pivot holes. Mark out the bogie profile, cut out bogie with a piercing saw and file edges (refer fig 2). Separate the two bogie sides and clean off solder with emery paper. Mark out and impress any rivet detail. At each axle hole solder on a brass washer to prevent the wheels touching the bogie sides (refer fig 3) - apart from providing a bearing surface for

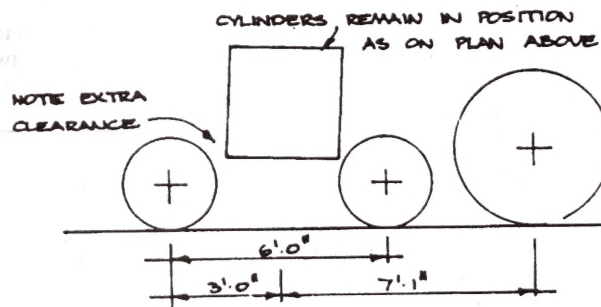
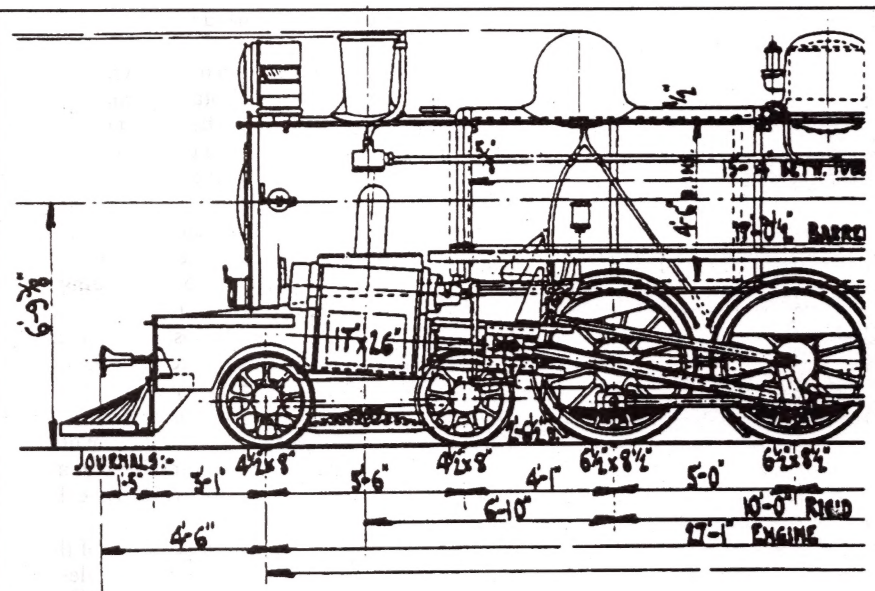


FIG 1. NEW BOGIE AND PIVOT CENTRES FOR MODEL.

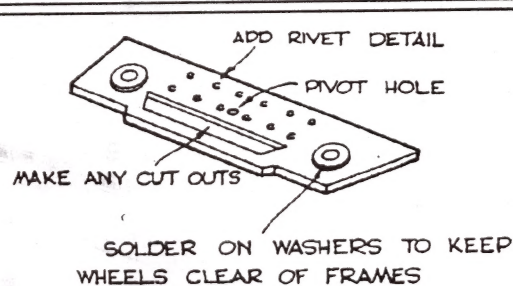


FIG 3. ADD DETAIL

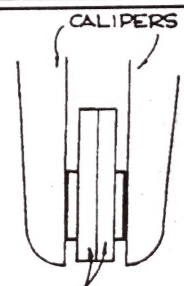


FIG 3a.

the wheel, this prevents electrical shorts from occurring by spacing the metal rim from the bogie frame. Clean off any excess solder. Place both bogie sides back to back and measure over washers with calipers (fig 3a) and take this dimension from 14.5mm (back to back wheel spacings) i.e. if the bogie sides measure 2mm, then you will have a calculated dimension of 12.5mm, this is the size to make the bogie stretcher. You must decide whether to pivot the bogie on an arm screwed to the chassis or whether to pivot it on a pin fixed to the chassis above the centre of the bogie. If using an arm system the bogie stretcher will need drilling and tapping at its centre. If using a pin, fixing the stretcher will need slotting. Make up the stretcher as a 'U' shaped section using brass sheet folded or soldered up. The

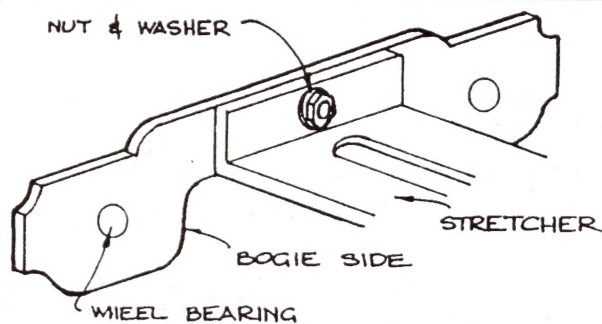
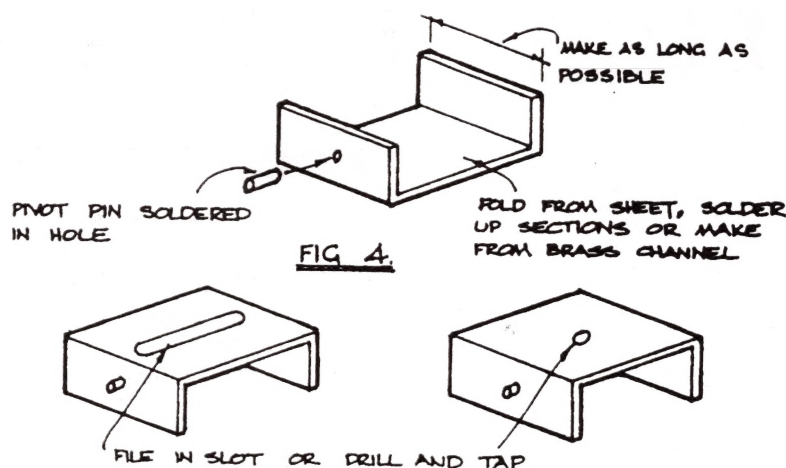


FIG 5 OUTSIDE FRAMED BOGIE.

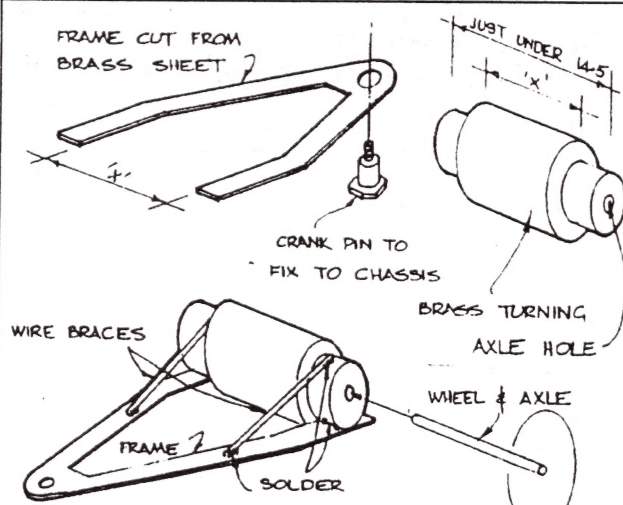


FIG 6 SINGLE AXLE INSIDE FRAME BOGIE.

width must finish at 12.5mm and the length as long as possible (refer fig 4).

Either cut a slot for the pivot pin or drill and tap a hole for the pivot arm. Drill each end for equalising pins and solder these in place. These pins should project just enough to pass through holes in bogie side frames. Assemble the wheel sets on the bogie unit. The wheels hold the bogie side frames against the stretcher so no further fixing is necessary. To stop the bogie sides over pivoting solder wire stops on top as shown in fig 4a.

If using an arm pivot, the arm may need to be kinked so one end will fit under the chassis; Fix the arm to bogie and chassis using North Yard crank pins (refer fig 4b). If using pin pivots use a length of brass tube

and fix with a screw and washer (refer fig 4c). By using a washer which is a slip fit over the brass tube and a fine spring the bogie can be sprung.

In both cases, since the axle spacings have been increased by 6" scale, the bogie pivot pin holes will move forward 3 scale inches. Outside framed bogies are similarly built up but the equalising pivot pins should be cut from a screw and fixed to the side frames. These pins are passed through the holes in the stretcher and fixed with nuts which are not tightened so as to allow the bogie to equalise. To stop nuts from coming off, a small dot of glue will hold them in place (refer fig 5). The width of the stretcher will of course be greater than that for inside framed bogies and is dependent on the length of axles. The easiest way I find to work this out is to fit bearings into axle holes, insert the wheels and measure the distance between the frame blanks, then make the stretcher to suit.

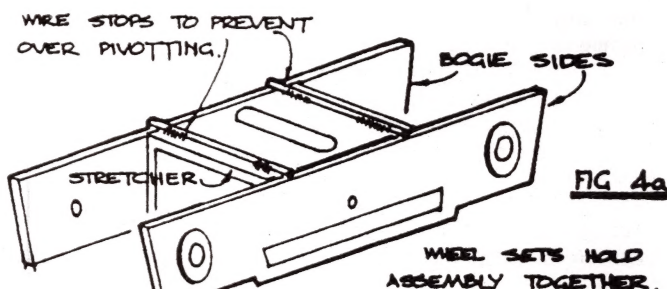


FIG 4a

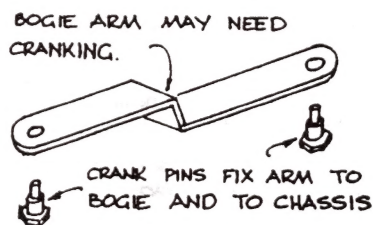


FIG 4b

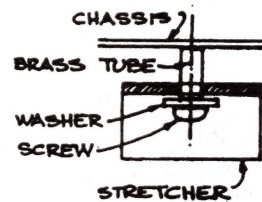


FIG 4c

Outside framed two axle leading or trailing bogies only occurred on J, Ja, Jb, K, Ka and Kb locomotives and on trailing bogies of Wab, We, Wg & Ws locomotives.

Single axle bogies with inside frames are easiest made by cutting out the main frame from flat sheet. A bearing is machined from solid brass rod just under 14.5mm long with an axle hole drilled through the centre. The solid rod should be as large in diameter as possible as it will give extra weight to the bogie. Solder the bearing to the main frame and fit wire braces etc. (refer fig 6). Fix bogie to chassis with a crank pin. Outside framed single axle bogies should be similarly constructed with a main frame which fits over the wheels. If you have an assembled wagon kit handy measuring between the solebars will give you a starting dimension for setting out the inside dimension of the frame. Axle boxes and spring detail will have to be made up if castings are not available. Because the bogie will need to be assembled with the wheels in place, care should be taken not to apply so much heat to parts, while soldering, that wheel centres

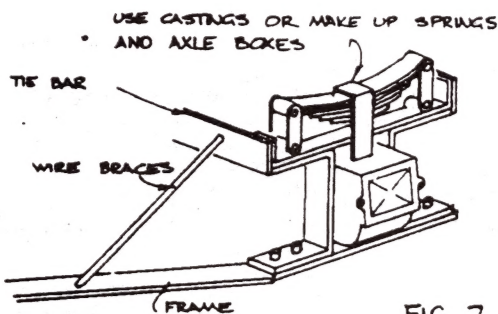
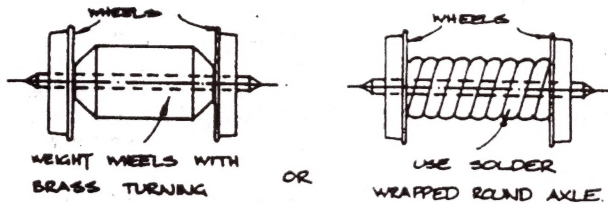
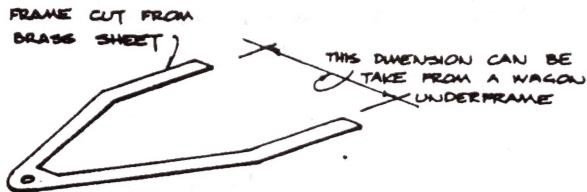


FIG 7.

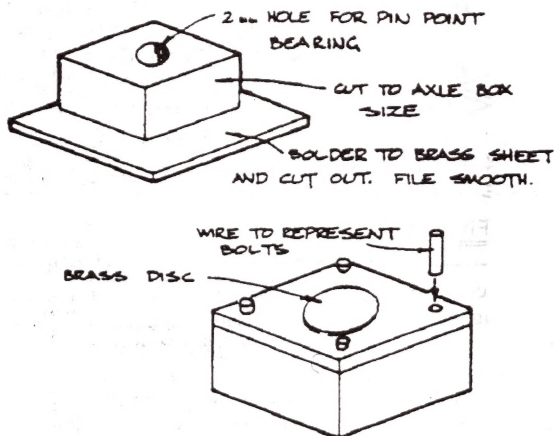
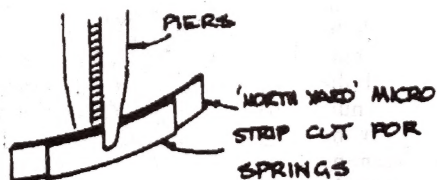


FIG 8 PLAIN AXLE BOXES.



SOLDER ONE SPRING AT A TIME WHILE HOLDING DOWN ON FLAT SURFACE TO KEEP FRONT EVEN.

FIG 9. SPRINGS.

RESIN CORE SOLDER FLATTENED

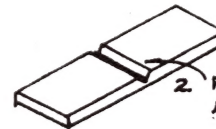


FIG 10. MAKING FINE SOLDER

1. MAKE SAW CUT WITH PIERCING SAW JUST OVER HALF WAY THROUGH STRIP.



3. BEND AND APPLY FINE SOLDER FILLET



2. FILE AT SAW CUT WITH A SQUARE FILE

FIG 11. BENDING FLAT METAL.

melt. Extra weight can be added to the bogie assembly by turning and drilling a solid brass rod which can be slipped on the wheel axle. If you worry that you can't see through the wheel spokes then chamfer the ends off the rod. A typical outside framed single axle bogie assembly is shown in fig 7.

Detailing Bogies: We all have old and broken wagons lying around and these are a good source of the more common axle box which can be cut off sole bars and glued in position on outside framed bogies. Some bogies have odd shaped axle boxes which will need fabricating. Since we are using pin point bearings for good running, start by drilling 2mm holes in brass sheet say 1/16" thick. Mark out and cut axle box squares as shown at fig 8. Make up axle box lids off thin brass sheet. This is best done by soldering the main axle box squares to the thin sheet then cutting and shaping. Extra detail can be added such as bolt heads etc. as shown for an axle box which would suit an 'N' loco.

Springs are not too hard to build up by using North Yard micro strip 1.5mm wide x .25mm cut to reducing length. Gently bend the strips and tack solder together one at a time at one place while holding in pliers. After checking the spring assembly looks all neat and even quickly solder the entire back with as little solder as possible (refer fig 9). If you have trouble getting very small amounts of solder on your iron try this. Take your resin core solder and belt the heck out of it to flatten it, then cut thin strips with tin snips and you will have something like that shown in fig 10. Just touch your iron on one thin strip at a time to apply a minute amount of solder. This is ideal when soldering piping etc. to loco bodies. Many outside framed leading and trailing bogies on older NZR locos were fabricated from bar stock and these can be represented by building up from strip cut from brass sheet and folded and soldered together. Bends are best made by cutting half way through strip at the bend position and filing a notch. The bend should be reinforced with small solder fillets, as shown in fig 11. Because parts can be very small, all soldering should be done quickly so other soldered joints don't fail. After excess solder has been cleaned off bogies, drill holes for inserting wire to represent bolts. These wires should be reasonably tight fitting into holes and Loctite glued into place.

Should You 'Improve' That Loco?

by David Lawrence (SC)

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For a few moments, let's consider the philosophical question of whether it is right to modify a newly bought collector's loco, to make it run better. And what is meant by the phrase the 'right' thing to do. The question as posed will either leave you cold or could inflame you enough to snap at the wife! It all on your way of thinking, and whether you are married.

Here's where our question starts. The nicely kept loco, in fact, 'mint' condition the ad. will say, is bought to increase the loco stock on our layout. But because the loco was manufactured 20 or 30 years ago it will not run on today's track, points, etc. since wheels have changed. If we want the loco to run effectively on our layout we are obliged at least to change the wheels. It may involve more than just a wheel swap. The motor may stop at every speck of dirt along the track, and we may well decide to re-motor it.

Some will suggest that good examples of good examples of locos, long out of production, should remain in mint state for posterity, in the same way that museum items are retained for all to see eons later. Taking this argument to the extreme, if you were living off the land, would you shoot a bird that was likely to be the very last American bald eagle, rather than a more plentiful rabbit? The 'right' thing to do would obviously be to shoot the rabbit.

So should collectors only sell to other collectors? Could they do this? And anyway, when you are selling you are mainly interested in getting a good price, not what will

become of the loco. And if you could, loco modifiers would no doubt pass themselves off as collectors, knowing man's inherent leaning towards the devious.

"You can do what ever you like with it once you have bought it," I hear some of you say. And of course you can. Perish the thought that there should ever be Model Railway Police. I hasten to add that I am not urging a particular viewpoint, simply exploring the issue and hoping it will increase the blood pressure of a few readers who may be incensed by these words. I'm stirring, in other words, but not, I hope, a hornets' nest.

But those readers who have mouthed, "You can do whatever..." might consider the point of view that a unique object of some age possesses a special value because of its scarcity. In some minds it becomes the property of all of us to the point where it could be better placed in a museum. I'm not suggesting that your layout is necessarily heading for a museum - but it might be, especially if everyone else's loco caught loco rot and returned to dust.

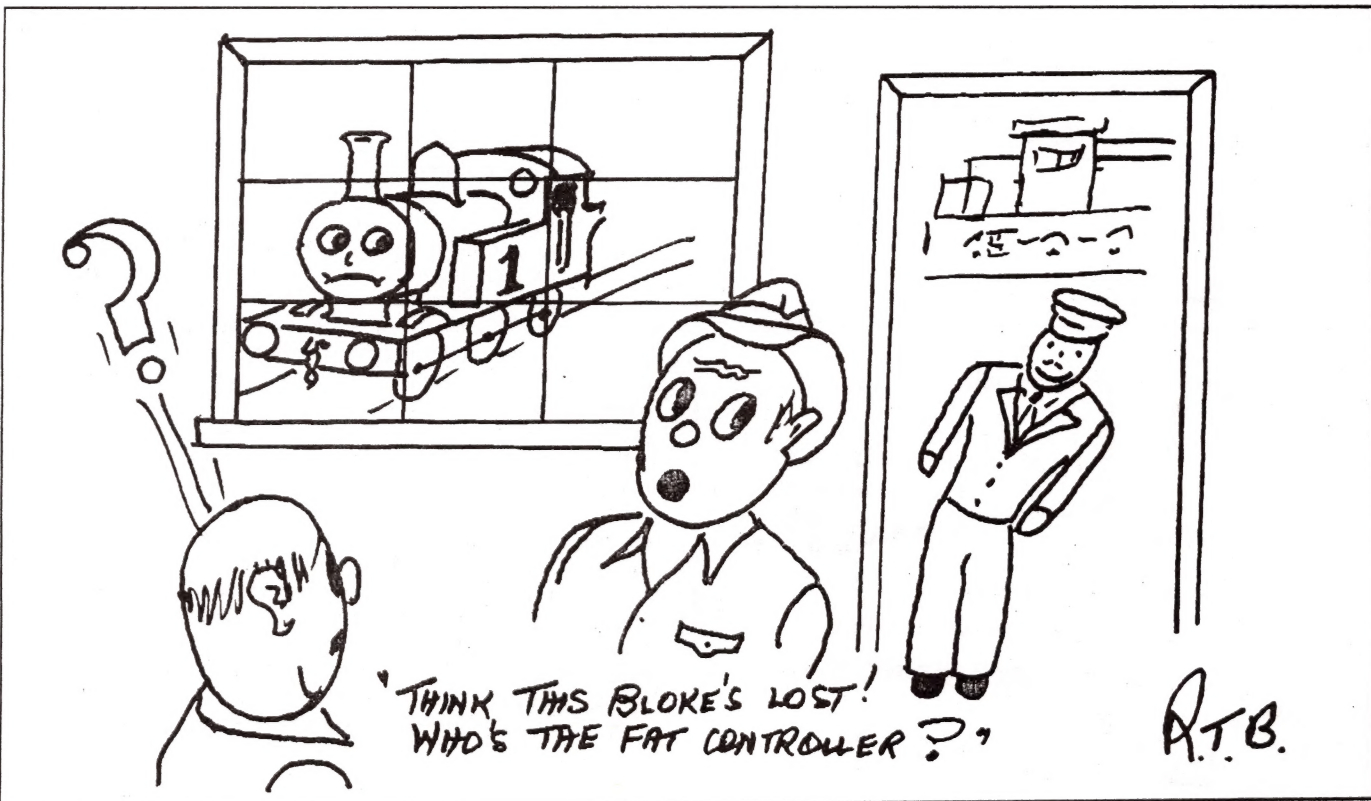
Once something gets into a museum it cannot be altered, even restoration is in question. Changing or improving is definitely out. Imagine the reaction of the art world if the owner of the Mona Lisa wanted to brighten up the colours. If you would feel indignant at the Mona Lisa being 'improved' in this way (or colouring a famous old B&W movie or putting Velcro on Elvis's jacket, or fitting anti-lock brakes on the first Mustang, or whatever) then you are leaning towards the side of the argument that says the collector's loco should remain unaltered. That

the really old stuff should be kept for posterity - for an the rest of us to see and ummm and ahhh at. Think how disappointing it is that certain full size locos have no example in restoration. Likewise for railway modelers it means seeing the model loco at an exhibition, on a layout, and to do that it has to be... you've got it, 'improved'. So we have gone full circle.

Perhaps it's a matter of nostalgia. Did you get any feeling of sadness when you heard of the end of manufacturing by Wrenn? It was the end of another era. Did you notice how the stock of Wrenn locos suddenly vanished overnight and how the prices for them hit the roof? But happy collectors will fondly possess these locos for twenty years or so and then they will dribble back onto market. By that time their motors will be deemed ancient and unrunnable and the 'cut and fix' modellers will start improving them, no doubt.

I said at the beginning that this question might leave you cold. Whether it did or not answers the question for you. As for me, I'm on my way to the workshop to start 'improving' my latest purchase. But I can see the other side of the argument. Difficult, isn't it?

[I cannot resist a few words on this subject. Surely, if a loco is really rare and in mint condition it is likely to be very expensive, and it would be sensible to conserve it in original condition. But many mass-produced items are actually quite common, and it is usually possible to find an example in such condition and price that it can be modified with a clear conscience. Museums do this - for example, using Ford Model T's for road demonstrations. -Ed. BRMNA]



Have You Seen.....

"British Railway Modelling" September:

Newsline looks at Branchlines chassis kit for BR Standard Class 4 2-6-0; Wheeltapper Coaches now reissuing the former PC Models coach kits; Dave Bradwell chassis kit for use with Replica 4mm scale B1 class 4-6-0, includes some body detailing parts; Ratio 4mm scale kit for Midland style signal box about to be released; Comet Models and Wills Kits latest releases; Machine Mart airbrush kits; Warren Shepherd BR Named train headboards in 4mm and 7mm scale; limited edition Strathclyde Class 156 and Class 33 No. 33116 by Lima; Lima Collectors Society formed. Product Review looks at Parkside Dundas 7mm scale kit for LNER/LMS/BR plate wagon; Branchlines Isle of Man 'Peacock' kit in 4mm scale; Taylor Plastic Models latest N scale wagon kits; Hornby OO Class 35 'Hymek'. 4mm scale layout based on use of banking engines on Tebay. Part 2 of valve gear for the steam loco. Bulverhythe, a Southern layout in 3mm scale. West Coast in the East, an outdoor O gauge layout. Construction of a Gauge 1 'Duke of Gloucester' continues. Cresswell Junction an O Gauge layout based on LMS practice. The Welshpool and Llanfair Light Railway as a modelling project. Chetene is the N gauge layout of an N Gauge Society Area Group. Layout Focus is on Ardvorlich based on the West Highland.

"Railway Modeller" October:

Railway of the Month is Ynysybwl Fach, a Welsh scene in 7mm scale. A scratchbuilt Loco shed in 4mm scale. Part 2 of Dorchester, GWR/LSWR in 4mm scale. Modelling the Manx Electric Railway in

1:32 scale. Plan of the Month is Stanstead Airport, an unusual modern branchline. The Pendeford Line is O Gauge indoors and out. BR Class 03 modelled in N scale using an ABS 04 kit combined with a Minitrix German class 89 chassis. Scale drawings of BR Standard Class 7 'Britannia' 4-6-2 includes photographs and prototype information and is followed by two articles on modelling members of the class. The latest 'Shows you How' booklet 'An Introduction to Narrow Gauge' is included as a pullout. Lochewe a modern image layout in OO. Student Modeller describes Brigford modelled in 4mm scale. Latest Reviews looks at 3 new locos from Hornby; 4mm scale yard office from Ratio; Special Edition ScotRail Class 37 from Lima; detail parts from Alan Gibson; Headboards in 4mm and 7mm scale from Warren Shepherd; Subway staircases from Peco; Etched coach sides from Shire Scenes; hand painted 4mm accessories from Isobel Francis; a downunder walkaround controller from OZ Control [see the photograph!!], N scale detailing kits from Taylor Plastic Models; Signal parts from Model Signal Engineering; Scenic accessories from Duncan Models; Brigadelok kit from Duton Productions; Piko station kit in G scale; Transwaggon in N scale; Magic train stock in O scale from Fleischmann. Newsdesk looks at Stephen Barnfield kit for NER BTP 0-4-4- in 4mm and 7mm scale. Fairground kits from Langley Miniature Models; Wychbury Loco Kits 4mm and 7mm scale kits for a Peckett 0-6-0 saddle tank; Ivydale G scale narrow gauge wagons; 4mm scale wagon transfers for Welsh pregrouping companies from Dragon Models

"Railway Modeller" November:

Railway of the Month is Market Lindum a 4mm scale layout based on BR(ER). Scale drawings of LNWR 'Teutonic' class 2-2-2-0 combined with an article on constructing a model. Southurst is based on a fictitious SR/WR location. Horsebridge Mill and Mill-House scratchbuilt in 4mm scale. Detailing a Lima Super Sprinter. Castley Hall Junction and Stonybridge is a large exhibition layout in 4mm scale. Scratchbuilding a prefabricated concrete hut in 4mm scale. 'Locos that never were' looks at models of a mythical GWR 4-8-0 and 2-10-0 in 7mm scale. Dduallt recreates the Festiniog Railways deviation spiral. Student Modeller describes Redaxelan in 4mm scale. Latest Reviews looks at latest Hornby reissues; latest N detailing parts from Taylor Plastic Models; Southern Prides kits for 4CIG, 4BIG, 4VER, and 2EPB units; cosmetic fishplates for O gauge track. Latest Gibson wheels; special edition 4mm scale 7-plank wagon from Harburn Hobbies; Dornaplas cosmetic point levers in 4mm scale; traffic and scenic materials from Howes of Oxford. Newsdesk looks at 4mm scale narrow gauge turntable from Backwoods Miniatures; Crownline latest detailing parts; Marquis Models latest lorry variations.

"Railway Modeller" December:

Railway of the Month is Pant Ysgawn Welsh narrow gauge layout in 009 with the emphasis on scenic modelling. Chris Crawley models re-released ex-Ks' body kit for LNER B2 modified to produce the Caprotti valve gear version, with a part scratchbuilt chassis. Scale Drawings of Alexander Docks 2-5-2T, includes photograph and prototype information. Construction of Crownline N-Line kit for SR Class 71 described. A Brewery as an industrial siding inspiration. Mavis Enderby - 1940, a 'might have been' line modelled in 7mm scale to reflect wartime conditions. On Easywater Pond describes, briefly, the construction of a scenic diorama in 4mm scale, of interest is the use of Woodlands Scenics E-Z Water crystals to model the water areas. In Plan of the month Christopher Payne uses his personal history for an overview of layout concept and design. Exbury East, 10 years on, how it has developed. The restoration of Snaefell Mountain Railway Coal Tram No. 7 'Maria' has started. Scratchbuilding a GWR Super Saloon in N scale. Student Modeller looks at the development of the train set, through several stages from simple oval to a larger more complex layout. Redaxelan, part 2. Latest Reviews looks at Replica Models Mkl BGs; Aster LT pannier tank in Gauge 1; Union Mills Models LNER J39 in N scale; latest 2mm scale buildings from Shire Lane Crafts; Peco 9' wheelbase chassis kit in N; latest wheels from Alan Gibson; Horsedrawn milkfloat in 7mm scale from Andy Duncan; LNWR horsebox kit in 7mm scale from MSE; Latest coach kits from Southern Pride; Backwoods Miniatures Irish narrow gauge locos and wagons in 4mm scale. Newsdesk Looks at RJH Models detailing pack from Lima ARC Class 59/1; latest industrial loco kits from Wychbury Loco Works for both O and OO.

Continued next page

It Occurs To Me

by Mae Legotis

In a model railway club, it is only to be expected that there is a very wide variety of personalities among the members. Nevertheless, these personalities do not often clash. Its because they have a more or less common interest.

They do still vary widely though in some respects, which is necessary. They have a wide spectrum of talents to contribute to the overall activities of the club. Each member has something quite individual to put into the clubs function as a unit. One may have a special talent for working with styrene to build rolling stock such as carriages and wagons. Another may enjoy working with sheet brass etc., and be a dab hand with a soldering iron. Quite likely he will provide units of motive power.

In the construction of a club layout several more talents will be required. One will have the skills to be a good track layer. And, in the present trend to sophisticated remote control, someone with a flair for electronics etc. will be in great demand. No layout is really complete without reasonably con-

vincing scenery. In that scenery, whether it be inside the railway boundary or not, there will be a need for a wide variety of buildings. More people with more talents will be needed to furnish such to add more atmosphere to the overall picture.

With full size railways also, skills needed and used are extremely wide and varied. Arguably, it may be said that there is no trade, profession or vocation that is not of use to the provision or operation of a railway system at some time during its being.

So, railways, be they miniature or prototype, need the talents and abilities of a wide cross section of people. In the utilisation of their talents, these people work together, their various inputs coming in harmony to provide a workable whole.

This coming together, of characters, opinions and abilities, which, as members of a good association, we should all appreciate and foster, has a down to earth word to describe it. It is purely and simply teamwork.

That is what being a successful group is all about.

The Way it Was

Photos and text by Ian McKenna

Lloydhurst Oil Depot until a few weeks ago when plans were accepted to replace these structures with a small oil refinery using the Walthers North Island Oil Refinery Kit and Storage Tanks.

This Depot was made a few years ago using structures from the Kyneton and Wills Street large exhibition layouts with the object of making greater use of the building, but the idea came unstuck during Clubroom Open Days when the Kyneton or Wills Street layouts were used, the main layout would lose a lot of buildings.

We are now in the process of replacing structures to avoid this problem and in the coming months, several areas on the main layout will be given new buildings.

Continued from previous page

"Model Railway Journal" No. 74:

Small Suppliers Forum looks at Hurst Models waterslide transfers; Alan Gibson latest releases; Waterslide transfers from Woodhan Wagon Works; Warren Shepherd 7mm scale GWR tender, etc., parts; Martello Castings latest lost-wax castings; Solid resin buildings from Shire Lane Crafts; Chivers Finelines 4mm scale kit for LSWR Beyer Peacock 0330 class 0-6-OST; Townstreet stonecast building kits. Constructing 7mm scale horse-drawn vehicles and their motive power. Portfolio looks at Bill Richmond's latest layout addition - Primrose Tunnel built by BRMA member Alex Matheison, and a look at one of Pendon's cottages. Tamerig the Taunton MRG 4mm scale OO finescale layout. Tony Reynolds concludes his description of building 3 x 7mm models of GWR 'Castle' class locos. Layout design looks at Brenter, a GWR/SR location. Resistance soldering explained. Construction review of London Road Models 4mm scale kit of LYR 31 class 0-8-0.

"Great Western Railway Journal" No. 12:

Operations at Ashburton, includes many photographs and OS map. GWR Kitchen car operation described, includes drawings of 60' first class restaurant car set lot 146S, No. 9321S and 59'10½" carriage underframe to lot 146S, No. 93099 plus photographs. Modern Minks, part 3, GWR 17'6", covered goods wagons Dia. V26 with partitioned interiors.

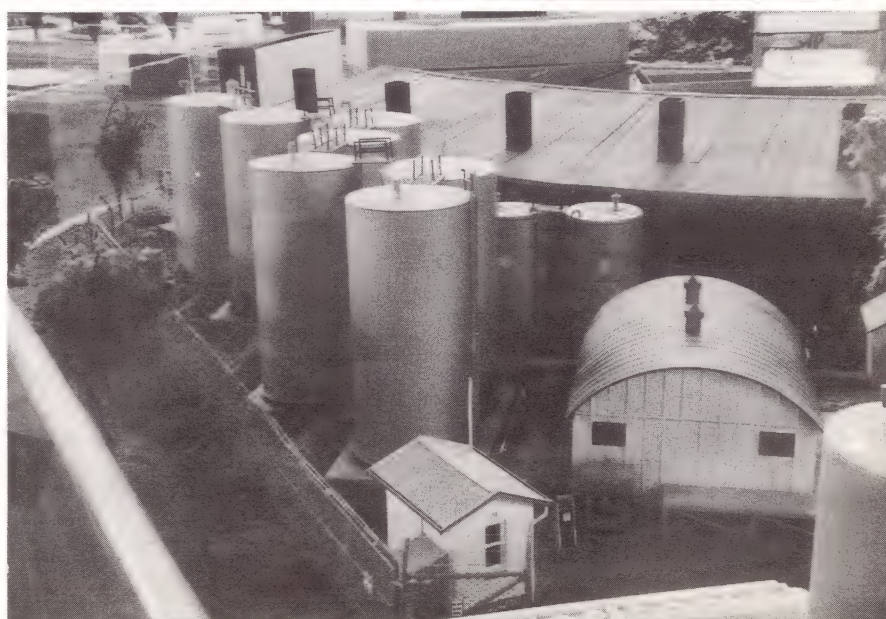
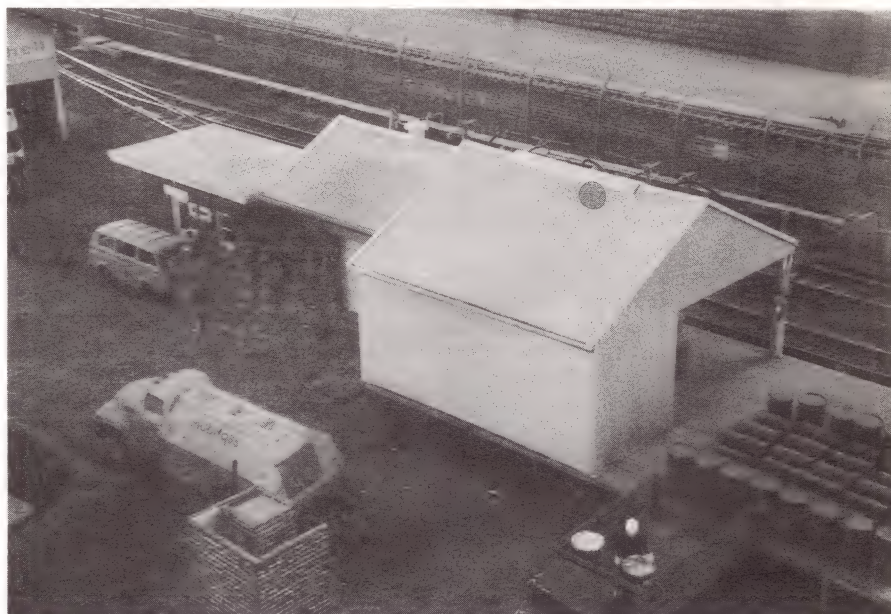
"British Railway Journal" No. 51:

In depth article on Coventry station, includes track plans, Ordnance Survey Map, signalling diagrams and many photographs. Short article on Brymbo Steelworks industrial locomotives.

Top: Oil depot from Kyneton layout. Scratch built using wood and styrene sheets and sundry detail parts.

Centre: Walthers oil depot kit, round roof shed and horizontal tanks used on the Wills Street layout

Bottom: Vertical tanks from Wills Street layout, two sets of Williams vertical tanks. Shed and small tanks from Walthers



Mount Isa Mines DH Loco No 303

As far as the Walkers DH BB shunting locos go I find the low short nose units the most attractive. During 1975, I had the pleasure of working for Mount Isa Mines, fortunately during the winter. I encountered the Walkers built MIM shunting loco No 303, that seemed to be a low nose version of the QR DH class loco. With a simple attractive yellow livery, it proved to be a good modelling project when I returned home. Walkers kindly supplied some drawings of 303 and work started on an Sn3½ model using a inexpensive English HO scale Lima diesel electric loco mechanism. This model was stolen from the AMRA display at the Hobby Show at the Brisbane City Hall in 1978, so a replacement was built. This time I used better styrene methods and a AHM mechanism, which allowed the easy fitting of correct sideframes cast in Plasti-Bond in Silicone Rubber Moulds.

The drawing attached is an HO scale drawing of 303 by K. McDonald. The loco seems to combine many features of most of the DH locos built for Australian Railways. Generally the loco is most similar to the Tasmanian 11 class used on the Emu Bay Railway, but with Q.R. DH style radiator on the end of the long hood. The table below shows the main dimensions of the Australian Walkers DH locos.

MIM 303 livery is safety yellow on cab and hoods, red valance and buffer beams and black undergear.

Many of the QR DH, NSW 73 and WAGR M & MA have been purchased by the Queensland Sugar Mills for regauging and rebuilding to 2' gauge. Of special interest will be the outcome of the modifications to the several 73 class locos in the Mackay area at the moment.

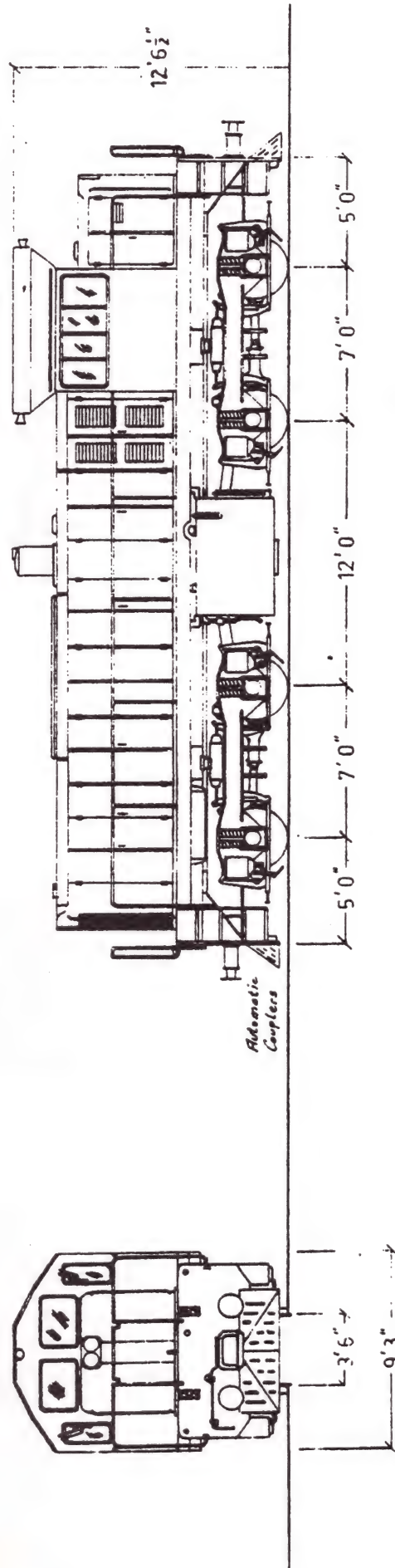
Many of us would be interested to see the final form all these Walkers locos now take on the 2' gauge. If any member has photos and drawings we would be pleased to see them.

Steve Malone

Photos on next page

	Length	Width	Height	Tons		Hp
MIM 303	36'	9'3"	12'6½"	49	low nose	500
QR DH class	33'	9'	12'6½"	36	high nose	465
EBR 11 class	36'	9'	12'6½"	54	low nose	710
NSW 73 class	36'	9'3"	13'6"	49m	low nose	700
WAGR M & MA	36'	9'	12'6"	52&44	low nose	650

HO Scale

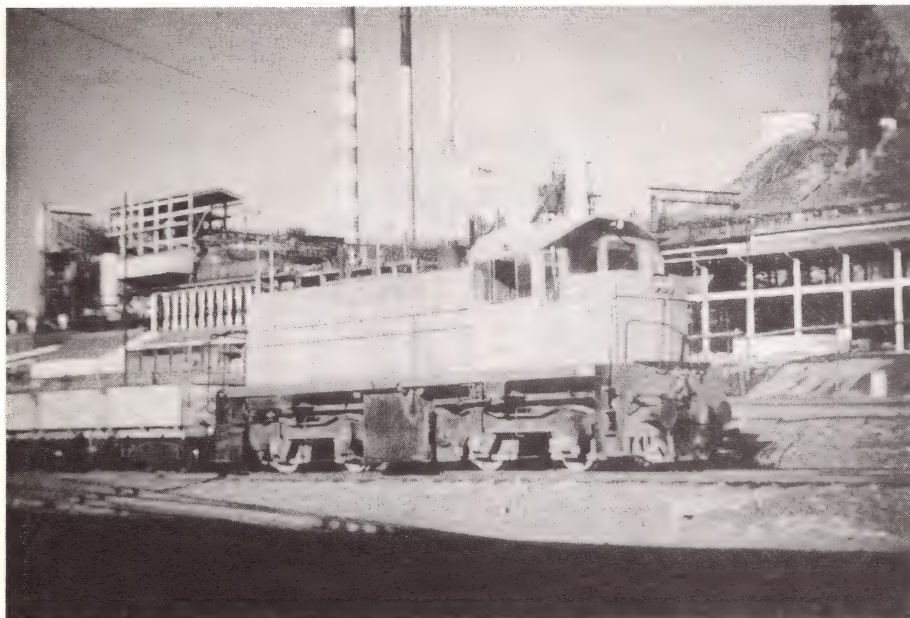


WALKERS LTD.

682 OF 1971

Mount Isa Mines No 303

K. McDonald



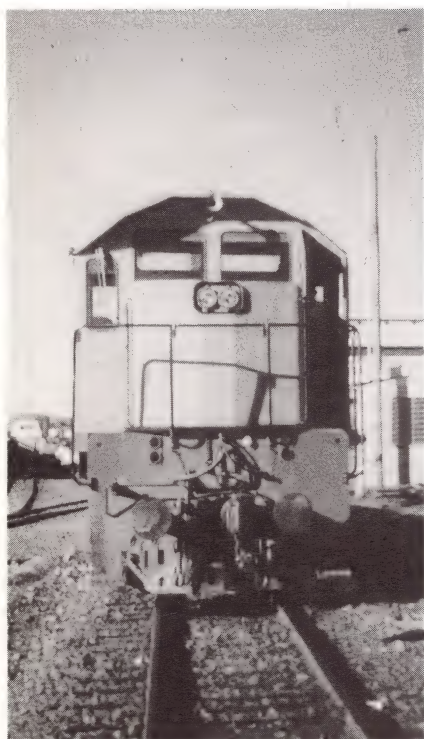
Opposite page:
Two views of an Sn3½ model
of MIM DH No 303

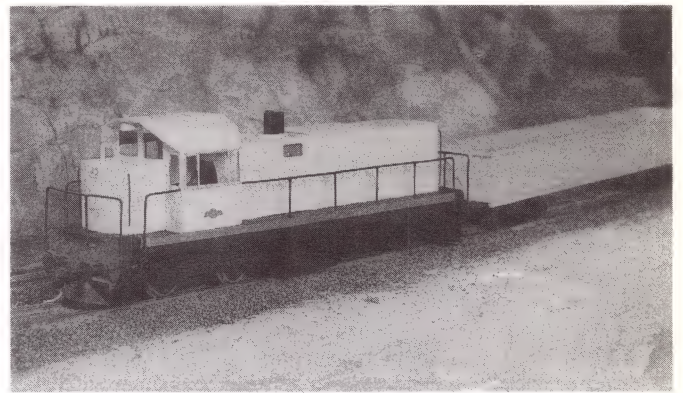
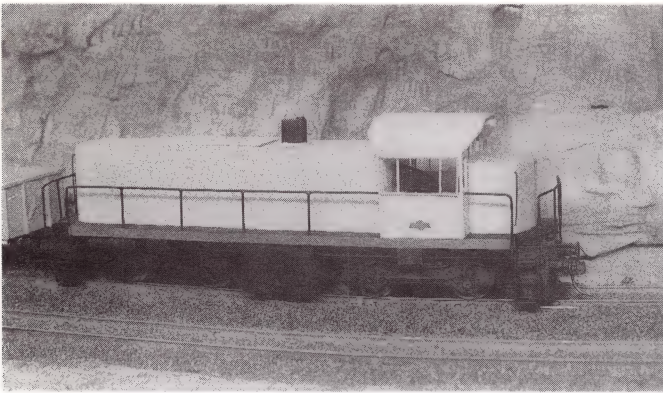
Top left:
MIM 303 works in the Mt Isa
QR Station Yard

Centre:
Rear View of 303 - note QR DH
Style radiator at this end

Bottom left
Front view of 303

Bottom right
A typical Bogie flat wagon (left)
at Nambour's Moreton Sugar
Mill's junk yard.





Narrow Gauge Bogie Flat Wagons

Flat wagons are one of the most useful and easiest to model items of rollingstock on most N.G. railways. They can come in all sizes. For a newcomer to modelling, a flat wagon is probably the best item of rollingstock to start learning basic scratchbuilding skills. The result is a useful item of rollingstock that gives a sense of achievement quickly and easily.

In the narrow gauge (2') railways in Queensland, the humble flat wagon is now mainly used by the track maintenance personnel for the carrying of rail, sleepers and other such items. In years gone by, flat wagons were in more general use, for carrying bagged processed sugar, general goods and farm produce plus people. Flat wagons could be easily fitted with temporary seating for special events and picnic outings.

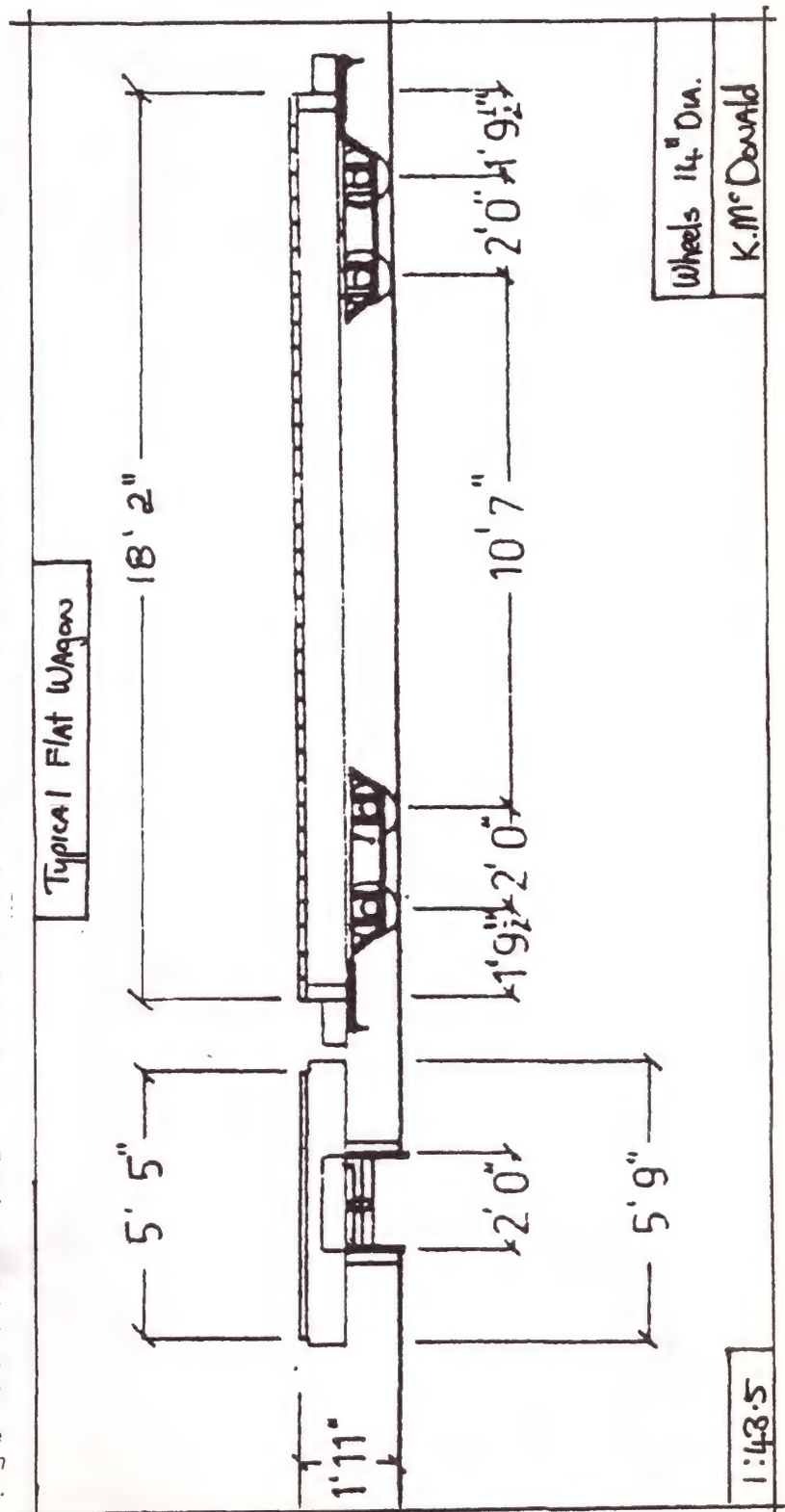
Many flat wagons at mills today were once box wagons, passenger cars or even livestock wagons which over the years have been leveled once the original use had expired, or the wagon had fallen into disrepair. At one mill recently, they were repairing an old 5m long flat wagon, fitting a new steel underframe. When the new steel arrived, it came in a m length, so to save cutting, the wagon was made 1 metre longer.

The drawings and photos show the typical flat wagon at Nambour's Moreton Sugar Mill in Southern Queensland. These were in various lengths so the modeller can choose what size they model to suit the needs and clearances of their model layout. Perhaps indeed to suit the size of the available modelling raw materials. You can see by the photo, the bogies are almost invisible, due to the low nature of the wagon. This allows the modeller to use any type of bogie within reason. A small bogie with wheels having a diameter of 9mm or less is best. I find some surplus Lima HO scale container flat car bogies are good, these are fitted with 8mm diameter wheelsets, preferably the metal variety. One can also use the U.S. Roundhouse Archbar or similar bogie fitted with brass wheelsets. I like to turn down the fine scale RP25 9.5mm diameter wheelreads to 8.5mm diameter to give more correct wheel diameter and a slightly larger wheel flange to aid in derailment prevention.

The 7mm scale model flat cars are built with a masonite or thin plywood base of 5 - 6mm thick. On top, scale scribed timber is glued on. Then scale timber of the appropriate size is glued on the sides and ends. A strip of brass bar (10mm x 3mm) is glued underneath down the centre of the wagon, supplying a good material to screw your bogies to with 8ba screws or similar. It also aids in giving a good low down weight. One can paint your wagon in light weathered wood grey colour, which can be then weathered by very light washes of browns and black.

Steve Malone

Photo on opposite page: A typical bogie flat wagon (left) at Nambour's Moreton Sugar Mill's junk yard.



Early Days of AMRA Queensland Branch

An Sn3½ scale QR layout for the Queensland Railways display at the 1962 Queensland Industries Fair. From the right a "Lander" train hauled by a 1400 class, from the left a 'new' stainless steel suburban train approaches the station hauled by a DD17 class steam locomotive.

In 1994, the Queensland Branch was 40 years of age, the year marked by the construction of the Branch's clubrooms at Zillmere, North Brisbane. For over half the life of the Branch it was fortunate to have the Queensland Railways supply clubrooms in return for the Branch building and operating displays whenever the QR desired. The 1962 display shown here is one of the smaller displays done by the Branch.

During the 1960's and 1980's the Branch was most active in this way, meeting QR's requirements. This was a most interesting yet demanding task. Members needing to curtail some activities and take annual leave to fulfil the job on hand, usually with very short notice. However, the Branch good use of the supplied clubrooms, especially at South Brisbane. This coupled to the Branch's Annual Model Railway Exhibitions commencing in 1978, helped the Branch to boost its funds to the situation of today where the Branch could afford to build its own clubrooms.

The Clubrooms were opened on Sunday afternoon 4th December 1994 with 70 persons in attendance. A tribute and thanks to all members who made this possible. In the late 1970's the only model railway show in Brisbane was the Hobby Week show, 7 or 8 days long, 12 hours a day. That was a real good way to run in or wear out your rollingstock. The Branch's first exhibition over a three day weekend in 1978 heralded a much more 'user friendly' exhibition for model railway enthusiasts in Queensland.



Congratulations

At the 14th National Narrow Gauge Convention at Denver, Colorado, United States, in 1994, one of our longest serving members of AMRA Queensland, Jim Fainges, was attending along with 15 Australians. He took along some of his smaller Queensland N.G. cane train models in O scale and won third place in the 'Complete Train' section. Congratulations, Jim. His display was made up of Nambour's Morton Sugar Mill's 'Rusty' (as it was in the 1950's), a Ruston Hornsby loco, heavily modified by the Mill. Along with a selection of rollingstock in the way of early cane bins and whole stick trucks in loaded and unloaded condition.

Steve Malone

Photo Jim Fainges

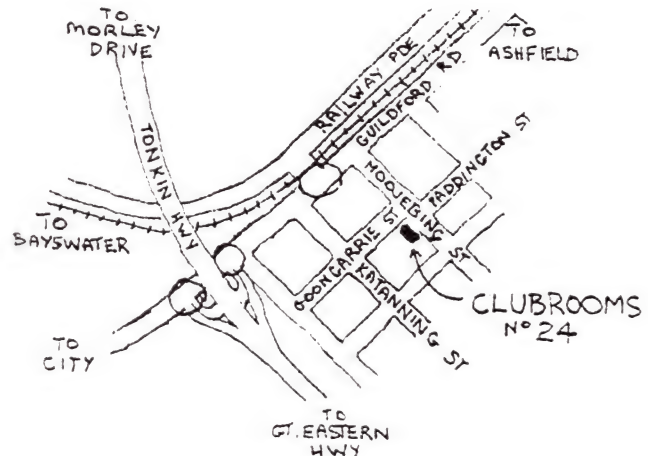
The suggestion that the Queensland Branch should run its own exhibition for the purpose of raising funds for clubrooms came from our friends in the Union Pacific Model Railway Club.

So, after 40 years and a lot of hard work we have finally gained our independence.

Photo by QR, from the late Steve Suggitt Collection.



STATE NEWS



WA Programme

Friday	3rd February	N Scale Special Interest Group's Topic Night - "ELECTRONICS MADE EASY" (Part Two) Note 13
Saturday	4th February	General Club Activities Note 4
Monday	6th February	"HOW TO MAKE COMPETITION WINNING MODELS" Note 14
Wednesday	8th February	LMS Modellers of W.A. Special Interest Group Meeting - "LMS NON-PASSENGER COACHING STOCK" Note 6
Saturday	11th February	Special Project Afternoon Note 15
Monday	13th February	Sn3½ Special Interest Group Meeting Note 8
Wednesday	15th February	MODEL CONSTRUCTION EVENING Note 1
Friday	17th February	N Scale Special Interest Group Meeting - General Running Night Note 2
Saturday	18th February	General Club Activities Note 4
Monday	20th February	"LOOKING AT DANISH RAILWAYS" Note 16
Saturday	25th February	General Club Activities Note 4

Programme Notes

All meetings will be held in the Branch's Clubrooms at 24 Moojebing Street, Bayswater (right opposite Paddington Street). Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which control the railway crossing opposite the Cresco fertiliser works. The times of the meetings are as follows:

Mondays and Wednesdays: 8.00pm
Fridays: 7.30pm
Saturdays: 1.30pm

The Committeeman who is appointed Duty Officer for the meeting will open the Clubrooms at least 15 minutes earlier than the times specified above.

Visitors are always welcome - just come in and introduce yourself to the Duty Officer (there are two Duty Officers at most Saturday meetings). He/they will be wearing a red coloured "Duty officer" badge and the name/s of the Duty Officer/s is/are on the wall, just to the left as you enter the Club. If it still isn't obvious who the Duty Officer is, ask someone there to find him for you! The Duty Officer will show you around the Clubrooms (which we know to be the best of any model railway club in Western Australia and possibly even anywhere else in Australia!) and he will introduce you to some of the other members present whose modelling interests are in the same area as

your own.

The fees payable at each meeting cover some of the general operating expenses of the Branch's clubrooms and entitle members to free hot refreshments (tea, coffee, Milo) and a biscuit (or Two!). No fee is required from visitors unless they keep coming to the clubrooms week after week, without even giving a hint about joining the Association (and thereby, the Branch).

Cool drinks are available from the refrigerator in the Meeting Room - see the duty officer to gain access to the refrigerator to make your choice. Cordial is also available from the refrigerator and at no cost.

Note 1 The members who participated in the two four-part 'Workshops' on plastic kit assembly in July and August and on cardboard kit assembly in September and October have agreed to continue to meet on a monthly frequency and to press on with what they were doing at the 'Workshops' or to start off on another modelling project. There's a convivial atmosphere among the modellers who come and beginners in the hobby will find there's no shortage of persons present to help them with advice on how to tackle some modelling technique that is novel to them.

Depending on the success of these gatherings in December, January and February, they may continue further into 1995 at a

greater frequency per month or they may be replaced by other four-part 'Workshops' on specific modelling topics. Two that have been considered are our old favourites of "Making Trees" and "Modelling in Styrene Sheet". Feedback from members on what they would like to be covered would be welcome and any comments should be directed to Richard Smart.

Note 2 The N scale special Interest Group meetings on the third Friday of each month are designed to allow active modellers in N scale to enjoy some ruining on the Branch's "West-N-Trak" layout. However, you don't have to be a modeller in N scale to come along to these meetings, you just need good eyesight!

Note 4 At the General Club Activities meetings, you may use the Branch facilities more or less as you wish (provided that you recognise the feelings and the entitlement of the other members) - you may run your own trains on the Branch's 16.5 mm gauge "Haltwhistle" layout (except that all but the smallest Sn3½ models will have difficulty in passing the platform edges) or you can use some of the Branch's gear (see the Duty Officer to get an issue of the Branch's OO scale equipment). You can do much the same on the 9 mm gauge "West-N-Trak" layout, you can assist with the work on the O scale "Ebford Regis" layout for the next Model Railway Exhibition, you can help Matthew Turner and the other student members with the development of their new 16.5mm gauge layout, you can browse through the mountains of information that we have in the Branch Library, you can put a videotape in the VCR (and sit back and watch 'the show'), you can make use of the Branch's "Work Station" for that job that you haven't been able to do at home (except that you must be accredited for the use of the Lathe and the Air Brush - these can be issued to accredited members by the Duty officer) or, if all these activities seem a bit too arduous, you can chat away to like minded model railway enthusiasts.

And, don't forget to ask questions! Find the Duty Officer and he will either answer your questions or he will find someone who can.

Note 6 The LMS Modellers of W.A aim to inspire the known modellers of the London, Midland & Scottish Railway (sometimes called the 'Ell of a Mess Railway!'), its many constituents and its successor, British Railways (London Midland Region) to greater heights by these monthly meetings where there is an exchange of information on a chosen topic, know-how on the availability of LMS models, LMS modelling hints and tips, mutual admiration of each other's LMS modelling efforts and general chit-chat, but only on LMS matters!

Note 8 At these 'workshop' sessions, you can try your hand at building a model of a WAGR 3'6" gauge vehicle in S scale (1:64) - you can start, under the guidance of experienced modellers, on a fairly simple project, such as a 4 wheel GC open wagon, and graduate, when you're more confident, into more complex goods wagons, passenger rolling stock and steam and diesel locomotives and railcars. You can get

most of your modelling requirements for such activities, either from "Paddington Market" (styrene sheet, MEK, soldering flux, etc.) or from the Railwest Models sales person present (wheels, compensation units, lost wax castings, brass rod, lead sheet, polyester resin wagon, van, coach and structure kits, etc.)

There will be modellers at all stages of skill and with their models at all stages of completion, so you will not be at all 'out of place' whatever your skill level. There's a great group of Sn3½ modellers there to inspire, guide, cajole or otherwise encourage you to get into and excel in this most desirable aspect of railway modelling - doing your local scene!

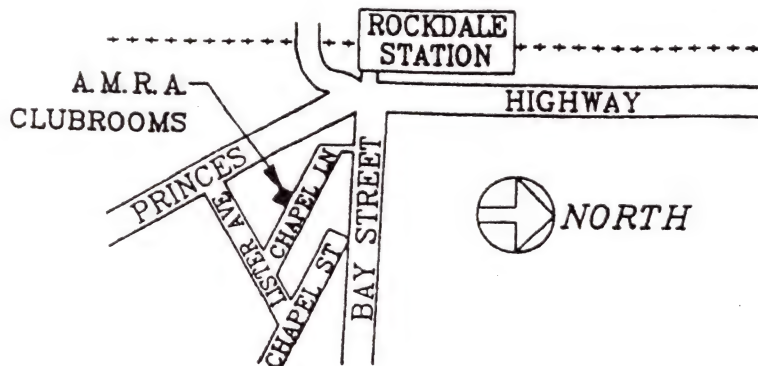
Note 13 This is the second part of the 'electrics' series presented by Dave Waters and will deal with printed circuit boards and with soldering of electronic components.

Note 14 Roger Solly, Stuart Mackay and Keiron Wright, all of whom won one or

more categories in the recent Railway Modelling Competition, have been 'press ganged' into revealing how they make competition winning models. Each will be given about 20 minutes to 'strut their stuff', after which all members of the audience should be well enough briefed, and hopefully inspired, to go off home and start their entry for the 1995 Railway Modelling Competition!

Note 15 Time again to collate, staple, check, fold, envelope and Post Code sort the February issue of "THE BRANCHLINE". A good team effort of 16 or so members can usually knock this task off in about ninety minutes and then everyone is free to carry on as if it is a General Club Activities day..... or sit down and read "THE BRANCHLINE" from cover to cover and see if a 'deliberate error' can be found!

Note 16 Neils Kroyer, well known to dazzle members at "Bring and Show" meetings with some quite 'exotic machinery' from his home country, Denmark, will talk about Danish Railways and illustrate what he's



1994 Meritorious Award

This year's NSW Branch nominee for Meritorious Award - BRUCE THOMPSON - was presented with his shield and badge at the Monthly Modelling Clinic on December 9th. Just one example of the attitude that saw Bruce nominated is his coordination, on a private basis, of the moving of a large 4-wall layout from premises at Illawong to the basement of the Allawah Hotel, with the assistance of a number of Branch members. Congratulations Bruce!

Branch Diary

Sunday 30/10/94 - "Return to Exeter" field trip: Approximately 10 persons returned to Exeter to run measuring tapes over everything in sight, including platforms, sheds, building, signal box and nearby under- and over-bridges. Train movements have changed since the January trip, with 2-car Endeavours replacing DEB sets and running to Bundanoon as well as Goulburn. Thus the opportunity was taken to look at Bundanoon Box, which was closed weekends last time. Freight working was as usual "running their own race" but we did at least see a TNT "special".

Having cleared out the local shop, the opportunity was taken to view the site of the

old Werai ("weary-eye") halt. It is a good photo location if you are ever down that way. As promised, everyone was taken to Medway Junction and the old lamp box full of souvenirs - surprisingly still there - certainly created some interest!

Once again a worthwhile trip, with discussion now in earnest to finalise the layout plan in detail (more on this below). - GP

Sunday 13/11/94 - Visit to Zig Zag Railway, Clarence: Around 20 people boarded the 8:02am Lithgow service at Sydney Terminal on a rather overcast morning, bound for Zig Zag "platform" (if one could call it such!). Unfortunately, the "Blue Mountains by train" curse is still with us from the last time it was attempted to go by train, as we found out only the night before that buses were running between Katoomba and Lithgow. It could've been worse - I believe that on the previous occasion there were buses from Sydney!

Philosophical in that knowledge, we all looked forward to another pleasant day at Cockerton Place Picnic Area, directly beneath No.1 Viaduct & Top Road. Philosophy turned to disbelief when we arrived in Katoomba to discover one single-deck bus

was organised for every two (hourly) four car trains! It's just as well that some passengers alighted at Blackheath, before the weighing station at Mt Boyce, as I suspect the bus was overloaded. (I found out later that the bus was in fact not weighed anyway!)

Our itinerary had been organised such as to commence our tour of the depot area upon arrival at the CityRail platform at Bottom Points. Concern over our eventual arrival, over 20 minutes late and at the wrong end of the Zig Zag, was relieved when we saw that the thoughtful staff at Zig Zag had held the train for us. In fact, we were not the only ones on that bus bound for Clarence as it turned out.

The day's train consisted of ex-QR BB18¼ No.1047 "City of Lithgow" and four ex-QR(?) dogboxes. To illustrate that a little (bad) luck goes a long way, 1047 had problems all day with its superheater and lubrication system. The superheater survived, but the "lubricating flange" that was found on Top Road later in the day spelt "loco change" for the final assault up to Clarence late afternoon. Ex-Tasmanian diesel-hydraulic "Mount Lyell" hauled a two-car train to Clarence. All in all, there was going to be no way of catching up the origi-

nal 20-odd minute lapse in the timetable from the morning.

The picnic itself was as relaxing as in 1992, despite the overcast conditions. Most chose to bring semi-prepared meals as opposed to barbecuing (the weather?). All the usual areas were explored - the climb to Engineer's Lookout near Top Points, the assault up the cliff directly to No.1 Viaduct, No.1 Tunnel just down Middle Road from us, the depot at Bottom Points (despite the lack of a tour guide!) - as well as the now-finished platform & relocated signal box at Bottom Points. Alan Tonks set his camera up in an alcove in No.1 Tunnel to video 1047 climbing through the tunnel - watch for it sometime at the club. Given that buses were only running back to Katoomba every two hours, everyone was happy to stay longer than originally planned and catch the last train to Clarence - just as well, otherwise we would not have had the ride behind "Mount Lyell".

In summary it was certainly a memorable experience - let's not mention the rowdy train trip home though (so I won't)! Train, bus, steam train, diesel-hydraulic certainly no lack of variety! The staff at Zig Zag deserve a large vote of thanks (and they were sent one) for looking after us all day, including contacting Lithgow to make sure the return bus stopped for us. It is a shame that the same cannot be said for CityRail - one bus per two trains (with no backup) was inadequate at best for a region that promotes itself as a tourist destination. It is of no wonder that even some drivers call it "week-day railways"! -GP

AMRA MEMBERSHIP as at 30/11/94 (1993)

NSW: 276 (270)

Aust: 1008 (978)

New HO Exhibition Layout Report

As this is being written, work is underway to finalise the detail of the layout. Some further ideas under consideration (refer "Journal" No.220 for the last report) are: a compound ladder for the fiddle yard to even up the siding lengths, particularly if the No.5 sidings are considered too close to the edges after all; flipping the front track plan front-to-back to give room behind the station area for village scenic detail; and adding an Up Refuge Siding on the curved module ahead of the station.

All the above work has proved an ideal excuse for me to exercise my "computer-head" instincts and try a package called "CADRAIL". This is a layout-specific Computer Aided Design (CAD) program which runs under Windows. It combines all the user-friendly attributes of a Windows application with 3D CAD capabilities, and even includes a mode to allow one to test run a train on the layout! My initial impression, after a dual session where Dave Bennett was driving AutoCAD at the same time, is that if you are fully proficient with AutoCAD (or similar) then stick with that. If however you are yet to get into CAD and/or you are building or modifying a layout, give CADRAIL a look.

Thanks go to member Graham Saint for

his assistance with trialling the package. If after more use COM decides it worthwhile, CADRAIL will be purchased and ultimately computer time may be "booked" by members to use it. CADRAIL comes on a single 1.44MB disk with examples included, a 96 page manual (a must to get started), and is available from MH Computer Services in Tuggeranong ACT (amongst others) for around \$150.

By the way, don't forget that the offer of a club shirt for naming the layout is still on! Thanks thus far to "G.G." (Cliff W.) for some suggestions.

Glenn Percival

AMRA NSW Clubwear

Orders for clubwear are now only processed on a six monthly basis, thus DEADLINES will be LATE JANUARY & LATE JULY. As explained previously in this column, orders can be processed only when numbers are sufficient. All new Branch members should receive an order form in their membership kit but, new member or "old", it is never too late to place an order - order forms are always available from the clubroom - call, call in or write for one!

Library News

By the time you read this, the Library Catalogue book should be in its pocket on the side of the bookcase. Work has been underway during the audit described below to validate previously entered computer data and produce the book. As the audit continues, the Catalogue will literally expand to include everything in the Library, not just books.

As the complete Library collection is being audited, many duplicate magazines are being found - complete years in some cases. As there is simply not room, nor the necessity, for so much duplication, excess stock will be disposed of over the ensuing months, including at Members' Auctions. If any member is interested in what is available and/or cannot get to an auction, etc., have a chat to Bob Poole.

The details of Library usage are as follows:

Usage of the Library, whether it be at the clubrooms or for borrowing, costs members \$2 each for the year between Branch AGMs (February to February). All Library memberships fall due at AGM time. Not all books are available to be borrowed (taken outside the clubrooms), in particular several irreplaceable works have disappeared over the years and all works are being reassessed as to whether they may leave the premises. In short, "red spot" books are reference works only whilst "green spot" books may be borrowed out.

Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one retailer, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he

should get a discount on \$2 worth of track pins. Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are making doesn't seem to qualify."

CASULA HOBBIES, LIVERPOOL now offer 10% off.

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials. PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods.

SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods.

TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible. VAGGS HOBBIES, MIRANDA will give 10% off.

CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travels in.

More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

The AMRA NSW Shop CLUB SHIRTS

Adult sizes 14-30 \$26.00 ea.

Postage (if desired) \$ 2.00 ea.

Personalised embroidered BONDS "The Penguin Shirt" polyester/cotton pocketed shirts. "Natural" (beige) in colour, with AMRA logo on non-pocket side & your name above pocket.

CLUB JACKETS

Adult sizes 14-26 \$38.00 ea.

Child sizes 6-16 \$30.00 ea.

Postage (if desired) \$ 5.00 ea.

"KAY'S Custom Sportswear" OR "BONDS" premium jersey fleece zip jacket, embroidered + and personalised as above. Dark brown in colour.

Orders placed for July may be delayed.

ORDERS ONLY PROCESSED late January & late July for Clubwear.

CLUB VIDEOS

A.M.R.A. in '92 \$18.00 ea.

AMRA '91 \$15.00 ea.

BOTH together \$24.00 ea.

A.M.R.A. in '92 appended to your AMRA '91 \$ 8.00 ea.

Postage (if desired) \$ 4.00 ea.

CALL IN, CALL OR WRITE for order forms for any of the above!

SOUVENIR "SYDNEY MODEL RAILWAY EXHIBITION" MUGS

Limited Edition! \$ 7.95 ea.

GAUGES TO AMRA STANDARDS

Limited Stocks!

HO GAUGE

Wheel/Track Code 100 \$ 3.40 ea.

Code 70 \$ 3.40 ea.

Check gauge \$ 6.80 ea.

N GAUGE

Wheel gauge \$ 3.40 ea.
 Track gauge Code 80 \$ 3.40 ea.
 Code 55 \$ 3.40 ea.
M.E.K. MODELLING CEMENT
 125ml bottle \$10.00 ea.
SELLEYS "AQUADHERE"
 one litre bottle \$ 5.00 ea.
ALUMINIUM DIECAST G-CLAMPS \$ 1.50 ea.
 two inch (51mm), with plastic foot & handle
C&K BRAND QUALITY SWITCHES
 #7201 DPDT \$ 3.50 ea.
 #7203 DPDT centre-off \$ 3.50 ea.
 #7105 DPDT centre-off \$ 4.00 ea.
 momentary action (for your hand throttles!)

LIGHT EMITTING DIODES (LEDs)
 1.5mm red \$ 0.75 ea.
DIODE BRIDGES LIMITED STOCK!
 6A - PIV 100V \$ 4.50 ea.
 plastic encapsulation with centre mounting hole

SMALL ALLIGATOR CLIPS
 packet of 10 \$ 1.00 pkt

AMRA CAR WINDOW DECALS \$ 0.50 ea.
 affix to inside of back window

STYRENE SHEETS (set of 5)
 60,40,20,20,10 thou. \$10.00 ea.
CORK BALLAST STRIPS
 1/8" (for HO gauge) 1m x 4cm \$ 0.60 ea.
 1/16" (for N gauge) 1m x 2cm \$ 0.20 ea.
SAMPLES ONLY IN STOCK:
 Genuine Pelton Australian scale coal
 150g bag \$ 8.00 ea.
 Prototype 160mm max. In O, HO & N scale.

Club Programme Notes

It is never too late for programme suggestions so if you have any, please jot them down and send them to the Committee.

THERE ARE STILL A number of variables in the programme presented below, as confirmation is awaited from a number of bodies regarding visits. Where possible, the likely or preferred date only is listed - contact the club or keep an eye out for any changes. Trips that are planned but not listed below yet are:

HobbyCo: a Tuesday night, mid-February to March:

XPT Centre: a Saturday, May-June.

THE PROPOSED TRIP to Cowra in April has been postponed to November by decision of COM. It was felt that the November climate would be more pleasant. At this stage the plan is to depart early on the Saturday for Cowra. Lachlan Valley Model Railway Club meets on a Sunday morning in the yellow MHO at the LVR Depot, so that would leave Saturday & Sunday afternoon for looking over LVR itself and Cowra City Caravan Park. Initial estimates place the cost of the trip at around \$55 encompassing travel, accommodation in LVR's TAM cars and breakfast. More information to follow.

THE NEXT PROJECT PROPOSED for the Monthly Modelling Clinic is a locomotive, F(351) X10 class 2-4-0T suburban passenger side tank. The class was introduced in 1885, totalling 18 in all. After a fatal accident involving No.363 at Sydenham in February 1901, the class was confined to loco depots with the last member No.365 (1042) being retired from Cardiff Workshops in January 1973. There are a couple of options available to make the model. If you are interested at all, please contact Phil Kelly and/or come along to the clinics!

OUR RESIDENT C.T.C. GURU on the HO layout, Fred Stell, runs small clinics as required to give personal instruction on operating this major component of the layout. These instruction sessions may be held on either the 2nd or 4th Saturday of the month (i.e. a non-meeting day) as arranged. If you would like to gain experience on the C.T.C. panel, speak to Fred at the club or phone 534-5121 to arrange a clinic session.

IT IS PROPOSED THAT work may progress on the New HO Exhibition Layout on running days. If you are interested in assisting, make yourself known to that sub-committee: Phil Kelly, Jack Parker, Alan

Tonks or Glenn Percival. Thank you to those who have indicated an interest thus far.

NOTES

* **WORK DAYS:** Wednesdays from late morning, most Monday nights 7:30-10pm.

* Continuing Clinics possible on Layout Operation days, including scratch/kitbashing, throttles & work on New Exhibition Layout.

* On Layout Operation days **PRIORITY** is given to prototype indicated.

* Guests welcome at meetings unless otherwise indicated.

* Meeting times, unless otherwise indicated, are:

1st & 3rd Saturdays 2:00 to 5:30pm

2nd & 4th Fridays 7:30 to 11:00pm.

* Clubrooms are situated in Chapel Lane, Rockdale.

Phone 567-1899.

* This programme is subject to change without notice. Updated programmes available from the Clubrooms.

* All correspondence on N.S.W. Branch matters should be addressed to:

The Secretary, AMRA NSW, PO Box 194, ROCKDALE NSW 2216.

Branch Programme

February to June 1995

February

Fri	3rd	Visit to Hills Model Railway Society (own transport)
Sat	4th	Branch ANNUAL GENERAL MEETING (Members Only)
Fri	10th	Monthly Modelling Clinic, Layout Operation, HO & N Gauges (General)
Sat	18th	Members' Auction (please book lots in by 2pm)
Fri	24th	Audio/Visual: "by request" BYO slides/prints/video

March

Sat	4th	"Learn the Layouts" Clinic: O Gauge
Fri	10th	Monthly Modelling Clinic, Layout Operation, HO & N Gauges (General)
Sun	12th	Visit Lake Macquarie Live Steam Society, Edgeworth (by minibus)
Sat	18th	Layout Operation (UK)
Fri	24th	to be advised

April

Sat	1st	Layout Operation (General)
Sat	8th	Visit to/from Macarthur Model Railway Club
Fri	14th	Monthly Modelling Clinic, Layout Operation, HO & N Gauges (General)
Sat	15th	Layout Operation (General)
Sat	22nd	Clinic: "by request"
Fri	28th	Slides: Col Gilbertson

May

Sat	6th	Layout Operation (Australian)
Fri	12th	Monthly Modelling Clinic, Layout Operation, HO & N Gauges (General)
Sat	20th	to be advised
Fri	26th	to be advised

June

Sat	3rd	Members' Auction (please book lots in by 2pm)
Fri	9th	Monthly Modelling Clinic, Layout Operation, HO & N Gauges (General)
Sun	11th	Visit to Berrima District Model Railway Club Moss Vale by Endeavour/Xplorer
Sat	17th	** O GAUGE OPEN DAY ** Details to follow
Fri	23rd	Layout Operation (European)



From the Blastpipe

Well, we finally have clubrooms we can really call our own. The builder has finished and now comes the long task of making them suitable for our use. The exterior of the building only needs a coat of paint to finish it off but there is still a bit to do in the interior. Members have been busy trying to get everything ready so that a final building inspection can be made. Once this is done then we can move in.

We are fortunate that there are a few members who are willing to constantly give up a little of their time, but there is still a fair amount of work to be done. If you have any time free on Saturday afternoons, from 12.30-4, please come down and give a hand. These are your clubrooms and we'll only get them finished if everyone pitches in.

The A.G.M. will be over by the time you read this and I wish the new committee every success in the coming year. There are some very serious challenges ahead so it will require teamwork from everyone if we are to succeed. The outgoing C.O.M. has worked hard to achieve the goal we set ourselves in the middle of 1993 and I think that it's a credit to them that we are finally realising it. All the C.O.M. wants to finish what they have started so they will all be nominating for reelection (Suckers for punishment!). I have been very proud of the way that the committee has worked together for the last year and hope the new committee will work just as well.

So finally, I'll make another plea for members to help us out at Zillmere if possible and hope that we'll see you there soon.

Happy working at the clubrooms

Tony Weber

(The notes above should have appeared in the last issue, but due to my error, were derailed at the catch points... Managing Editor)

From the Blastpipe (2)

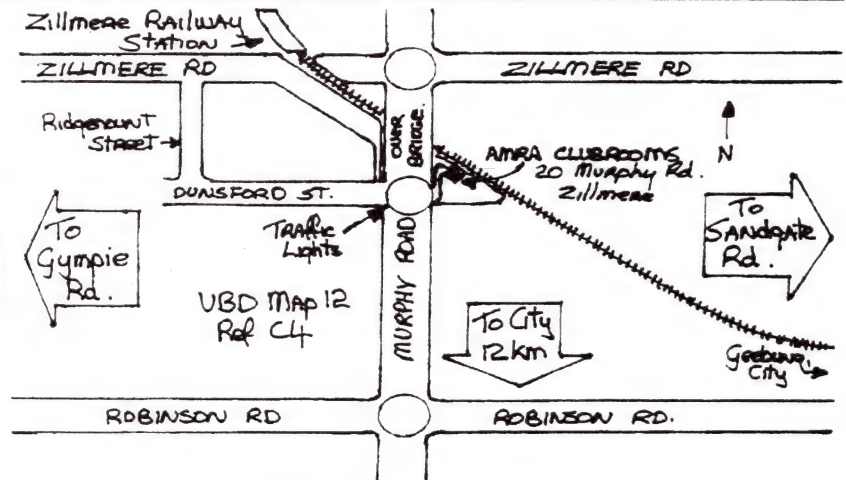
AMRA Qld has now officially opened its own clubrooms. On Sunday 4th December, all of the members present opened the building by pulling on a ceremonial piece of string which unveiled the commemorative plaques. It was probably the biggest gathering in the history of the branch with nearly 70 members and their wives in attendance. Following the official bit, we all had a taste

of some marvelous goodies brought in by everyone, so it was a truly memorable experience.

Now that everything is starting to settle down a bit, it won't be long until we get back into regular meetings. The fourth Thursday night in January will be the first of the regular gatherings and Stan Moore has promised to show some slides from his collection. This is usually an entertaining evening especially when all the geriatrics start going on their nostalgia trips, so come along and join in the fun.

After some discussion by concerned members, the Committee of Management has appointed a new layout sub-committee to deal with any issues concerning the rebuilding and/or modification of the branch's previous layout. The five member panel consists of myself as a COM representative, Steve Malone to give advice on the electrical side of things plus his experience with the previous layout, Steve Colclough to hold up the 12mm flag, John Lees representing those who want to run trains, and Don Warn to make sure HO NSW and operation gets a look in. The sub-committee was appointed since it allowed for the greatest cross section of interests to be represented to attempt to cater for as many of the members as possible. While it is realised that it isn't possible to please everyone, let's hope we can come up with a workable compromise accounting for the varying tastes of members. The committee will meet regularly once per month (or more if required) to sort out any issues relating to the layout. It is also proposed to hold regular gatherings where all members can put forward their ideas so hopefully it will allow for everyone to have their say.

Lastly, I would like to discuss something that I think is absolutely imperative to the smooth running of the branch and that is communication. By talking things out, the facts can be found much earlier and problems can be addressed as they occur. I regard the members of the branch as my friends, and as such, I would like to think that we can talk about issues concerning the branch at any time. If you can't get any satisfaction that way, talk to someone else on committee or put your ideas down on paper and submit them to the committee for addressing. If the problems are allowed to fester, they become much larger than originally intended and it is at this stage that things



can get out of hand. Everyone always has a different way of doing things, so all I ask is that you take this into consideration if you think that something is wrong. It has been said that I have a laid back approach to meetings and I would like to think that the branch is a place members can come to enjoy themselves and relax from daily pressures while engaging in one of the most rewarding hobbies around. Let's help to keep it that way by discussing issues as they arise and not getting carried away by things that detract from the main goal for being in this hobby and that is to HAVE FUN.

Remember modelling railways is fun!

**Happy modelling
Tony Weber**

From The Secretary

With the completion of the new club house there are still a number of jobs to be completed before we are issued with a "Certificate of Completion" from the City Council.

The major job is the landscaping we hope to start this early February and hopefully have it completed by late March. This is where you the member can help. We need plants and grass seed and to attain our goal we would like each branch member to donate a plant or packet of seed. If you would like to participate in this project you can make a monetary donation or contact me and I'll tell you the type of plants we need. We also need 70 metres of garden hose. Also you may have noticed that there is not enough library shelving to go around. Timber 285 x 20mm shelving would be ideal, however something temporary may do until a good quality system can be attained. So if you can help, your donations will be greatly appreciated.

Now we have settled in at Zillmere, the normal routine of meetings will commence on Saturday afternoon 21st January 1995. Remember we will have the second and fourth Thursday Evenings commencing at 730 pm and the first and third Saturday afternoons of each month commencing at 1.30pm. The 4th Thursday evening is usually our Monthly Gathering this starts at 7.45pm. The Committee of Management meets on the 1st Thursday in the Month at 7.00pm. Please contact the President or Secretary if you wish to sit in on a C of M meeting.

Remember that there other special interest groups which meet from time to time in the clubrooms. The popular Tuesday Middy meetings led by Jim Hoskins will most likely continue in 1995. Also to cater for scratch builders in the local prototypes there have been discussions that workshop evenings could be held to help those in need of encouragement. Similarly once the layout has progressed, as we did at the last clubrooms, special evenings can be held to allow electrical wiring work to be done by those interested. At all these extra meetings, all members are welcome to attend, check Branch Timetable for details.

The Official Opening of our new Club Facility was held on Sunday 4th of December, commencing at 2.00pm. We had 71 people present although it has been pointed out to me that two of our members were so "overcome" by the occasion they signed the attendance book twice. In our eight car space car park, the parking attendant managed to fit twenty two vehicles, must have been some sort of record.

Tony Weber, our President started proceedings with a welcome to everyone and special greetings to Norm Read from NSW branch and the Federal Body. Norm came up from Sydney for the occasion. Tony In his address to those present outlined the history of the Queensland Branch (40 years old same age as Ken Edge-Williams) over the last couple of years and our search for a suitable alternative to South Brisbane (our home since August 1981). Tony then spoke of our trials and tribulations gaining council approval to establish our clubrooms at Zillmere and having the building completed. At this point Tony presented the QR Chief Executive's Trophy to Steve Malone as Club Member of the year. Our 1993 member of the Year Jim Hoskins handed over the Trophy to Steve for the next 12 months. This award was given to the branch in 1992 by Queensland Railways, the first recipient was Arthur Hayes. Steve has always helped the branch whenever he could busy in 1994 being responsible for the electrical work on the clubrooms.

Tony proceeded and presented the Branch's 1994 Meritorious Award to Warring Geddes. Like Steve, Warring has been involved in just about every activity the branch has conducted, from "ace" Hot Dog preparer to exhibition fencing prop installer to assisting Steve with the Clubroom electrical fit out. Moving on, Tony then presented a large bunch of flowers to my wife, Colleen, for putting up with me whilst I coordinated the Zillmere Clubroom project. Tony then presented myself with Honorary Life Membership for Coordinating the Project. This wasn't expected but it is something that I'll cherish for this rest of my life. The building project I feel was a joint effort by the Branch Members. When you stop and think that one working bee on a Saturday with one days notice we had 22 members turn up and then the following Wednesday 17 turned up for another working bee, it shows you the depth of feeling and commitment by our members for this project.

Many thanks to all those people who gave so freely of their time and expertise during the construction period of the building.

At the conclusion of Tony's speech Norm Read was invited to say a few words. For over five minutes entertained those present with his wisdom and wit. Norm spoke of the early days of the Branch when he visited Steve Suggit at Henry Street, Ascot to see his extensive indoor/outdoor layout and dogs. With the conclusion of Norm's chat all present were invited to take part in the official opening ceremony. An official opening plaque had been commissioned and this has been attached to the wall near the main entrance. The plaque in turn was covered by an Australian flag which had a string attached. With the following words spoke in unison "We the Members of AMRA officially declare the clubrooms open", everyone pulled on the string, with that the flag came away unveiling the plaque. Following the unveiling ceremony, an afternoon tea was held which was enjoyed by everyone present.

With the building complete we have something very special and I look forward to many happy and fulfilling gatherings in the years to come.

Happy modelling
Bob Mawson

Looking Back

by Steve Malone

Three members who received awards recently all had something in common. They all attended a Branch AGM at my flat in May 1980 and ended up with a job. Three of the four management positions in the Branch were vacant. It seemed Bob Mawson, Warring Geddes and myself were the only unlucky persons left to fill the positions of Secretary, Vice President and President. Thankfully Arthur Hayes stayed on as Treasurer. In those days the only management meeting the club had was part of the members monthly meeting on the 4th Thursday evening. Also, having the AGM in late May was a real problem for the Treasurer. The Branch had just completed its third Annual Exhibition, the first at the RNA, and the first to do really well financially. So after a few sleepless nights, the Branch was restructured to allow a Committee of Management to handle the Branch's business etc. this later led into incorporation organised by Bob. We organised a meeting with the Commissioner for Railways, Mr Goldstone re clubrooms on 6th November 1980. He was an old steam fitter from Mackay loco shed so we were a little more hopeful than with previous Commissioners. At the meeting, he said to us 'Is my office big enough?'. It was quite large but he had something better in mind, which was South Brisbane Station, our home from August 1981 until May 1994. The Branch grew from the 5 to 10 people a meeting to what we have today. Bob Mawson has played a major part in what we have today. Thanks also to everyone who helped along the way.

The 1994 AGM

Thursday 27th OCTOBER

Even though the Clubrooms were not totally complete (no doors on the dunnies) we were able to hold our first 'meeting' at the Zillmere site. A very good roll up of members attended. Tony gave a comprehensive President's report detailing the achievements and problems of the previous 12 months, thanking all who were able to assist in the branch activities. Arthur presented a detailed financial statement and carefully went through all aspects and responded to all questions. Matters raised in these reports were the cost overruns on some aspects of the Clubroom construction. These were mostly all due to problems with the Brisbane City Council. One wonders that the system used in other large cities in Australia where there are several small councils would be better in Brisbane than our one large authority we have at the moment. A little competition sometimes helps. Another matter was the recent loss of the Branch's Tax exemption. We see this as most unfair and urge all members to inquire with their local members to seek a better resolution. Contact a Committee of Management member who may be able to assist you with details, draft letter etc..

The election of officers to the Positions of Committee of Management was rather quick, all were re-elected.

Some felt it was 'Vote of confidence' in the Committee which had led the Branch through a very difficult year.

The Positions are now filled by:

President	Tony Weber
Vice President	Jim Bilby
Secretary	Bob Mawson
Treasurer	Arthur Hayes
Committee	Don Warn
Persons (3)	Stan Moore Bruce Hoppitt

OthePositions	
Journal Sub-Editor	Steve Malone
Sales Cupboard	Steve Colclough
Librarian	Iain Moore & Steve Malone

The meeting was finalised by one of Jim Bilby's Slide Quiz. Thank you Jim.

Sales Cupboard News

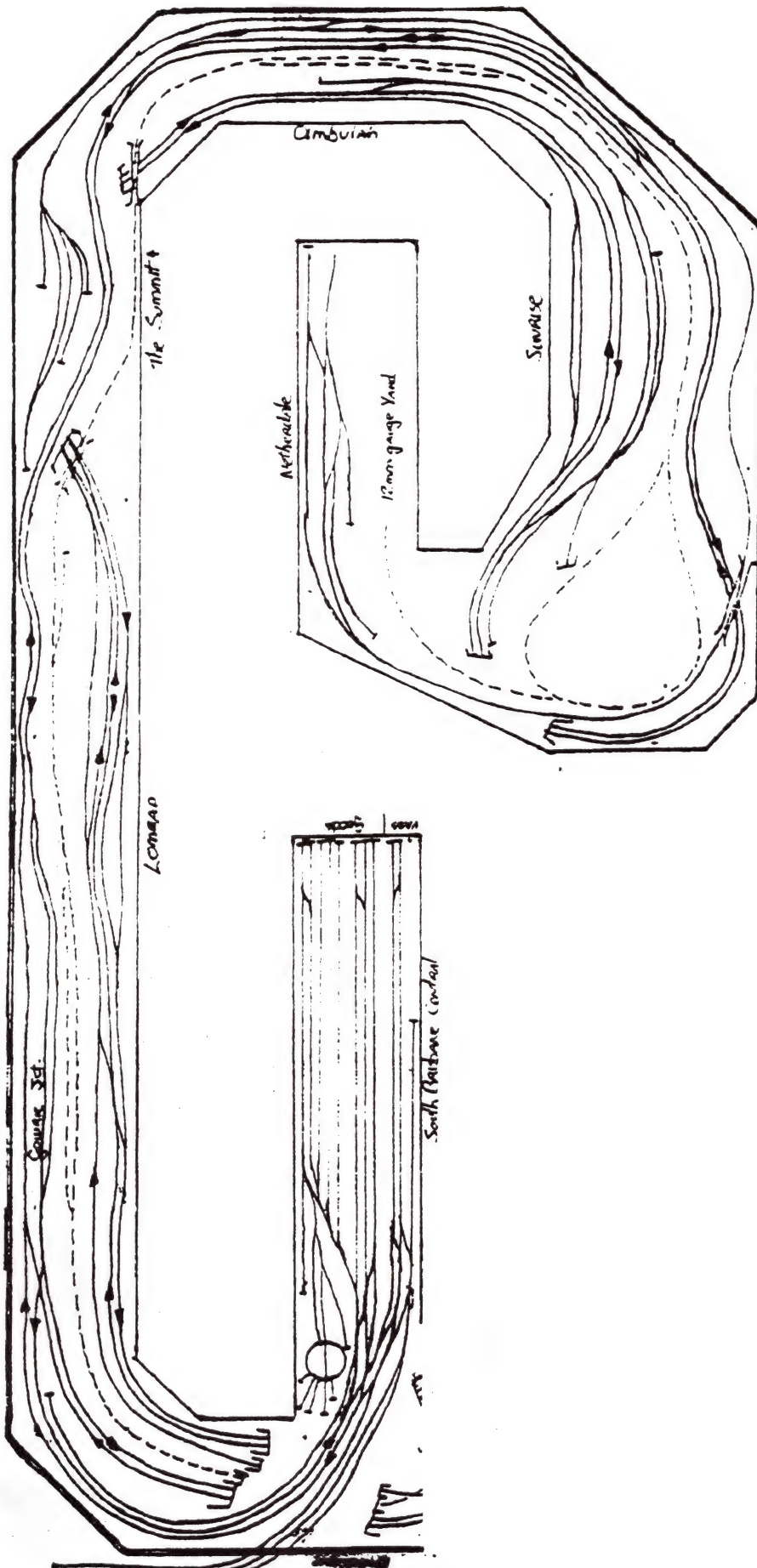
by Steve Colclough

The sales cupboard is doing really well. \$400 was taken for the month of December. All the 'Made in Maryborough' books are sold but we could get more in if you want one - only \$10 each.

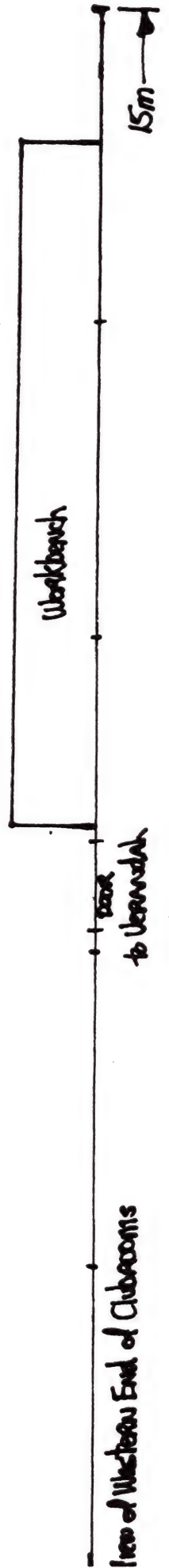
There is now available 0.5mm brass wire strips at 10 cents each.

There will be a fun "auction" at the February Gathering 23/2 with many ancient items up for sale. You will need to bring a couple of spare dollars. The Auctioneer will accept IOU's from those who don't bring any money. This is just a fun Auction so be prepared to spend a few dollars on items you are sure never to use.

If there is something you want stocked in the Sales Cupboard, please let me know and I'll try to get it in stock. Remember



— 16.5 mm Layout Area 15m x 9m
 - - - 12 mm Mainline standards 900 mm Radius Min. 75 mm Track Centres
 Drawing Scale 5:6 mm = 1' 18.5 mm = 1m



End of Western End of Clubrooms

every cent we can raise from the sales cupboard is money off the club's mortgage.

Clubroom Telephone

The Branch has the phone back on, the Number is 07 862 9633. An extension is located at the end of the workbench near the other door. We intend to re-install the Answering Machine in February, Bruce Hoppitt will look after this.

Working Bee Report

The Working Bees in October, November and December held on Most Saturday afternoons continue to be supported in good numbers by members, thank you. In November the two Jims finished the Toiler doors while a massive job was undertaken outside with the provision of large underground storm water drains. A big job well done.

On Saturday 17th December, the drains were completed, the old club layout removed from the storage shed and placed into the clubrooms. The exhibition fencing was then taken from under the double car port and into the storage shed. Thank you to the Bertucci family for the loan of the Car Port since May. The Storage shed was cleaned up and now there is quite a lot of spare space (things don't fall on top of you when you open the door). We found a large colony of Redback Spiders so watch out when you go in there. One thing that has been misplaced during the shift is the large box of extension leads we use at the exhibition (mostly), so if you've seen these since the exhibition weld like to hear from you.

Monthly Gatherings

The first 'normal' gathering for the Branch at the Clubrooms was on Thursday evening, 8th December. The Branch decided to reintroduce the 'Host' system for such occasions. Here a committee person or member is a Host for the event, looks after the general running of the event, visitors, attendance book, supper etc. On this evening, Warring Geddes was the man for this role. Tony reported from the Committee of Management and Jim Christie detailed progress with our 1995 exhibition. Applications are coming in very well, however with our loss of Tax exemption we need to raise the entrance fee slightly. Remember to keep this weekend free on your 1995 calendar.

Also there were brief reports from our new Sales Cupboard Supervisor, Steve Colclough, and Bob Mawson reported on the task of Landscaping, over 100 plants and trees, many truckloads of topsoil and bark chips, it sounds like we are going to recover the Simpson Desert...

Our main activity for the evening was a members 'show & tell'. This was very successful with many presentations, some include:

John Lees - Painting aids
Tony Weber - Detailing and Painting a U.P. Pacific loco.
Chris Malone - Report on QR matters of interest

Jack McKenna - A finely detailed doubletrack trestle bridge

Jim Fainges - A QR KKB in 0 scale, Fairymead Baldwin Nol with box

Bruce Hoppitt - wagon detailing & Gangers depot

Don Warn - NSW 50 class and a TPO

Steve Malone - Athearn 0-4-ZT, new plastic couplers, Gauge 0 No 8 point

Les Downey - S Scale Fire Brigade Building

Bob Clelland - ex NSW remotored locos and lighted coaches

I apologise if I've missed anyone, thanks to all who made this a most interesting gathering.

Library Report

Thanks to everyone who helped in getting our Library back in shape. Special thanks to Arthur Harold, Jim Christie and Mr. Colclough for the recent donations of books. During the packing up and shifting process we seem to have mislaid a few 1994 magazines between January and May issues. A list is at the Clubrooms, can you help in finding these lost issues?

Steve and Iain

The Clubroom Layout

We enclose a drawing of what is left of the South Brisbane Clubroom layout. For over 12 months we have requested members to put some thought in to layout improvements. Some of these have been listed in previous Journals. The area of the layout previously over the stairwell was completely dismantled, this allows for radical change in this area.

From what we have learnt from the Clubroom layouts from the past 10 years we should be able to achieve a very high standard this time around. We do have two main groups of operators to satisfy, these are the 'runners' and the 'shunters'. Plus perhaps a third group which combines the two - the 'prototypical operators'. The old clubroom layout at the downstairs section of South Brisbane (pre 1988) was advanced enough to allow timetable operation. This proved very popular as it allowed almost everyone to take part. This is most evident in other successful model railway clubs we have visited. Two that spring to mind in Victoria would be the Melbourne Model Railway Society and the AMRA Vic Branch. Both are driven by the enthusiasm behind Prototypical Operation - every part of the layout has a real, useful purpose. For this reason the layout has no problems in maintaining interest or enthusiasm in the project.

Some of the problems which would be

good to avoid include: Duck Unders, having to crawl on all fours is a great way to injure yourself and loose interest in that area of the layout. Staging Area needed - Too many times we see the layout and rollingstock being damaged by unpacking and packing away of members rollingstock. Perhaps we need a separate area for this purpose or some suitable arrangement - slide out shelves from under the layout.

Some of the ideas which Qld members have come up with include:

- * Swap positions of the Summit branch line Terminus and the nearby Main lines to give better access.

- * Extend the layout by a few feet at the Lomead area to give better passageways.

- * Change the 'changeover' track to be a duckunder rather than a crossover.

- * Redevelop Lomead to allow shunting on both sides without blocking the mainlines.

- * Rebuild stairwell area to give a major through station and industrial area, plus staging area for unloading and packing away rollingstock.

- * Increase the steepness of the grades

- * More Branch line tracks for shunting

- * Re-evaluate what is required in the Non3½ 12mm gauge network. At the old clubrooms a point to point system was not popular, it seems a continuous run is necessary

- * Include Harry Parkes Turntable if possible

- * Make the control system easy enough so the 'runners' can run without hassle

The complete drawing of the layout appeared in Journal 206. All ideas are welcome to the Layout Committee - send them to Tony Weber, 20 Rosemary St BELLBIRD PARK 4300. Or hand them in before or at the February Members monthly Gathering. The main thing to remember is that it is not something personal against you if your idea is not used. We are here to work as a team and try to achieve the impossible - a layout that will be all things to all people.

North Queensland Modellers News

Ken Edge-Williams reports all is well with his Cairns based group which numbers up to 30. The interests vary with some very high quality work from some. Ken does his best to encourage local modelling and has been recently busy with new masters for QR wagon moulds.

Request For Photos

In the next Queensland Branch report in Journal we would like to feature the construction and opening of the new Branch Clubrooms. Is you can loan us some suitable photos, please let us have them by the gathering on 9th February.

Queensland Branch Timetable

As noted elsewhere, the Branch activities have returned more or less to normal. Meetings are at the Clubrooms, 20 Murphy Road, Zillmere unless noted. Details are set out below.

FEBRUARY

Sat 4 Afternoon Working Bee

Thurs 9 Evening Working Bee

Tue 14 Midday Meeting at John Lees - Contact Jim Hoskins on 208 5288 for details.

Sat 18 Afternoon Working Bee

Tue 21 Narrow Gauge Workshop Evening from 7.00pm For those interested in modelling prototypes 2'6" and less.

Thurs 23 Members Monthly Gathering 7.45pm. Report from C of M plus Sales Cupboard Auction and Discussion evening on future direction of Clubroom Layout.

MARCH

Sat 4 Afternoon Working Bee

Thurs 9 Evening Working Bee

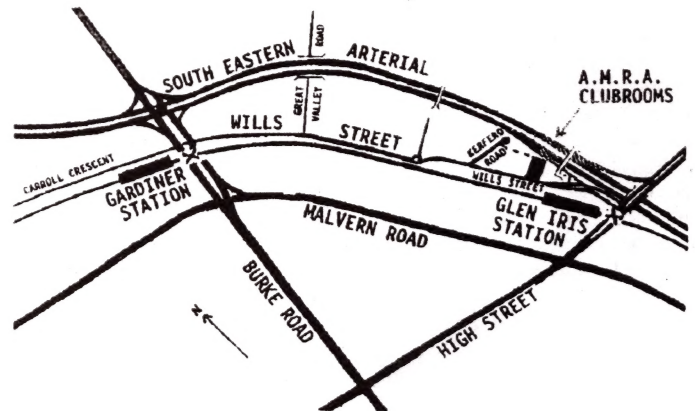
Tue 14 Midday Meeting at John Lees - Contact Jim Hoskins

Sat 18 Afternoon Working Bee

Tue 21 Narrow Gauge Workshop Evening

Thurs 23 Members Monthly Gathering 7.45pm. Report from C of M plus Diorama Competition. Here is your opportunity for you to do a mini scene for your layout. These have proved popular in the past so hop to it. If your segment will fit through the Clubroom door bring it along.

Remember - our Annual Model Railway Exhibition on the Labour Day long Weekend 1995.



Branch Reporter

November Social Meeting

Guest Speaker-Mr Nigel Nettleship
From Asea Brown Boveri (ABB)

Nigel, a design engineer from the Victorian Division of ABB gave AMRA members an informative presentation of ABB's Victorian Division's achievements since they took over from Commonwealth Engineering in 1988.

Some of the past projects mentioned were:-

- Diesel rail cars for South Australia, a first with AC drive.

- The first contract for delivery of LRV's to Hong Kong, ABB out missed on the second contract but are hopeful of securing the third contract which comes up soon.

- Design of Endeavour and Explorer diesel rail cars, the Endeavour cars are a

basic second class, whereas the Explorer cars are well and truly first class.

Projects for the present and the future:-

- Currently ABB are carrying out the conversion of all Melbourne's electric sub-urban fleet to single person operation.

- Delivery of additional XPT cars for State Rail Authority, these include sleeping cars for the overnight services.

- Manufacture and delivery of body shells to the South Eastern Pennsylvania Transport Authority. The contract calls for 110 matched sets and will be a complete replacement of the existing 33 year old fleet. First delivery is February, 1995. The system is 12.8 km long and the gauge is an unusual 5 ft 2-1/4 (1581 mm).

- Indian Railway Locomotive Contract. Two types of loco are called for in this contract, both electric, and using AC traction. One is a Bo-Bo with a maximum speed of 160 kph, the other is a Co-Co with a maxi-

mum speed of 100 kph. While the locos will be built in Australia the fitting out of electrics will be done in Switzerland and road testing done in Spain. By the time they are delivered they will be well travelled locos.

The Future - The might be's

The Swedish designed X2000 Tilt Train, three cars are to be trialled by the State Rail Authority, XPT power cars will be used at each end with speeds expected to be in the order of 190 kph, the Canberra service seems to be the route favoured for the trials.

The ABB Henschel Variotram, this is a modular tram which can be built into whatever length of vehicle is required. Only one operates at present, in Germany (5 cars). This design is being offered by ABB to SRA for the Pyrmont services. A most unusual feature is the bogie design which allows the cars to load almost from ground level. Im-

agine a normal bogie being inverted, ie the support pivot being about 100 mm from the ground, also each wheel in the bogie does not have a full length axles. This then allows the tram body to sit within the wheels, not above them as is the current building method.

At the conclusion Nigel was thanked for a most enjoyable talk.

Presentation To Neil Riches

This was carried forward from the Annual General Meeting in October as Neil wasn't present then owing to business commitments. The presentation (Presidents Award) was made for many years of service to the Association, and more recently for his efforts in getting an outdoor layout set up for the Large Gauge Brotherhood (LGB). For once in his life Neil was lost for words, but only for a few minutes.

Models For Display

Jamie McCarthy with a sound generator unit producing railway sounds from Dick Smith Electronics, around \$16. Also from Jamie was information on The Evergrowing Railway, in OO gauge from Metcalfe Models.

Bill Morehouse showed some literature for an O gauge model railway, "Alpen Rail" which is open for the public in Claremont, Tasmania (near Cadbury factory).

Graeme Nitz with some more HO scale box cars from E & C Shops. These were the PS1 type, both single and double door, in a number of road names. Also some HO scale 6.1 metre tank containers from American Ltd. In addition from Accu Rail were some 3 bay hoppers (ACF) in HO scale, in a variety of colours (\$17) and some old style box cars, outside braced, available with either wooden or steel ends (\$15). Again from American Ltd were N scale car diaphragms and N scale outside hung bogies for streamlined cars. Last but not least Graeme showed a copy of an article from a recent German model rail magazine on a certain Oe scale exhibition layout with a Southern Austrian flavour that has been seen at Camberwell and more recently at the 3rd European Modeller's Convention at Thornleigh, NSW. Congratulations to Graeme and co-owner John Gilmour.

Layout Name Change

The Committee of Management has asked members to consider a name for the downstairs layout, it has always been called The Main Layout, there are some who think it could have a more appealing name, please send in your suggestions.

Photo Competition

Print - Stewart Westerman with S302, Slide - Bruce Race with an X class.

Model Competition

Peter England with a Great Western 0-

6-0 tank. Runner up was

Bruce Race with an SRA NLDF paper products wagon.

Hall Cleaner

The good news is that we have been able to secure the services of a very capable person to look after the cleaning of the clubrooms, well done John.

December Social Meeting

Models For Display

Graeme Nitz presented yet another book on the Pennsylvania Railroad. This one is titled PENNSY POWER NO.3. It is a mammoth book and follows on from nicely from the previous volumes. The price, a mere \$96.50.

Graeme also had some details on more kits soon to be available from EMC Shop. They will be the 52" General Purpose Mill Gondola as produced by Greenville Steel Car Company and the Johnstown America Bethgon 'Coalporter' Aluminium Coal Gondola, both will be around \$16.

Rick Schonfelder showed a sample of a photo etched brass walkway he has produced, it is intended for use on the Steam Era Models VHGF grain wagon as a direct replacement. With extremely fine detail it is well worth the \$12 asking price. Depending on modeller support, Rick may also look at the walkway for the Broad Gauge Bodies VPCX bulk cement wagon.

Exhibition Roster

At this stage we require people for all days, what day suits you? Remember you don't have to stay a full day, even half a day would be appreciated.

Works

The Big Pour at Will St was done on the December 5th, a day where the temperature reached 35 deg C, special precautions were taken to ensure the concrete did not dry too quickly. A job well done, congratulations to the Daylighters who took part. While on the subject of work, the Daylighters Co-ordinator would like to see the members become involved with the work aspect rather than just roll up for the running session.

Worth Looking At

For those of us who look at magazines from Europe and North America and see those truly magnificent layouts with all that detail, in particular the lineside scenery, then this book could be your answer. Its title is LANDSCAPE MODELLING and is written by Barry Norman who takes the reader gently through the methods he has used to landscape his exhibition layout PETHERICK. The results that Barry has achieved are breath taking, there are no secrets, no gimmicks, just simple step by step descriptions of the methods and the materials used. The photos on the front and back

covers sum it up. I strongly recommend the book to all those want their layout to look that much better. Another great purchase by our Librarian, Brian Southwell. For Victorian members the book is available from the Branch Library. For those who wish to purchase their own copy, the book is a Wild Swan publication, ISBN 0 906867 44 4.

Night Train to Nobelius

On Saturday, 12 November, a group of sixteen members, friends and partners travelled on "Puffing Billy's" Night Train service. This special service runs from Belgrave to the Nobelius packing shed and return. Drinks and nibbles are served on the train, soup, main course and dessert are served at the packing shed along with entertainment, some of which is provided by "volunteers" assisting the genuine article. On the return trip on the train, cheese and greens, coffee and port are served.

We left Belgrave at 7.00pm in a train that comprised three former Mt Lyell cars and a van hauled by 12A. As we made our way through the beautiful countryside, PB members staffing the car kept us fully informed of our surroundings while ensuring that the inner man and woman were well cared for. The weather was mild enough for passengers to spend time on the open platforms enjoying the sounds of the locomotive as it worked the train.

Our arrival at the Packing Shed was just as night was falling and we entered to find a well laid out dining area. After a drink to settle down, the meal was served. The entertainer, singer-guitarist Kevin Fairbairn regaled us with some bush songs to get us moving along. Following the main course it was time for "selected volunteers" to help create a band for the night. One of our party was selected, I am not allowed to say who suffice to say that he does have a day job, owns the other half of a narrow gauge layout with me and fortunately for all did not have to sing!!

The evening at Nobelius finished shortly after dessert. While we were feasting, the train crew had taken the train to Lakeside to run the loco round and return to the Shed. The sight of a locomotive in steam at night evoked many memories of travel in days past. We left the Shed just before eleven, being farewelled by the catering staff who throughout the evening did a fine job providing us with a great and filling meal.

On board the train back to Belgrave, the cheese platter and ports were brought round along with coffee in cups that we could take as souvenirs. All this and the sound of a steam loco at night. All this can be very hard to take without the proper training. Luckily some of the toughest people in the club were selected for this mission. All acquitted themselves with honour and thoroughly enjoyed the experience.

John Gilmour

THE GREAT RAILWAY "SWAPMEET"

**Organised by the Australian Railway Historical Society
VICTORIAN DIVISION**

at

St. Andrew's Uniting Church Hall, Malvern Road GARDINER

on

Saturday, 18 February, 1995

10.00 am to 4.00 pm

Admission \$1.00

**It is proposed to hold "SWAP MEETS" on a quarterly basis in 1995, the tentative
dates being May 20, August 19 and November 18.**

Further information from - Ian Jenkin 6 Hope Street, Glen Iris 3146

Telephone (03) 509 4564 evenings.

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